

- Meetings may be viewed on the [City of Anacortes website](#), on the City of Anacortes [YouTube](#) Channel, or on TV [Channel 10](#).
- To watch, listen to, or participate in the meeting live, visit <https://us02web.zoom.us/j/84685300609> or telephone 1-253-215-8782 and enter Meeting ID 846 8530 0609.
- The public is encouraged to comment via email to [pced@cityofanacortes.org](mailto:pced@cityofanacortes.org), via written comment addressed to PCED, P.O. Box 547, Anacortes, WA 98221. Public comments received prior to 3:00 p.m. the day of the meeting will become part of the record for the meeting, just as if presented in person.
- Complete guidelines for virtual participation in Anacortes Planning Commission meetings are available [here](#) (page 2). View the quick video example for connecting to the meeting [here](#).

**Anacortes Planning Commission**  
**Municipal Building - Council Chambers**  
**904 6th Street**

**October 9, 2024**  
**6:00 PM**

**PRELIMINARY AGENDA**  
[Packet Materials](#) / [Watch Meeting](#)

1. **Roll Call**
2. **Minutes**
  - a. Minutes of 08/14/2024 were submitted for approval.
3. **Public Comment**
4. **Public Hearings**
5. **Other Business**
  - a. 2025 Comprehensive Plan Update - Presentation and discussion of preliminary Transportation Element goal and policy amendments
  - b. 2025 Comprehensive Plan Update - Continued discussion of Land Use and Housing Element goal and policy amendments (time-permitting)
6. **Planning Department Update**
  - a. Updated PC Tentative Schedule for 2025 Comprehensive Plan Update
  - b. October 23rd Open House for the 2025 Comprehensive Plan Update
7. **Adjournment**

*\*Citizens wishing to comment on items not on the agenda may do so under Public Comment. Citizens wishing to comment during a public hearing may do so as those items are considered by the Planning Commission during the course of the meeting.*

*The City of Anacortes is committed to making public meetings available and accessible to all members of the community. For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.*

## **Anacortes Planning Commission Minutes - August 14, 2024**

### **Roll Call**

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of August 14, 2024 at 6:00 p.m. Commissioners Frank Jeretzky, Paul Ryan, William McCombs, Luke Currier, and Mike Mills were present.

Commissioners James Stoneman was absent.

### **Minutes**

There were no minutes submitted for approval.

### **No minutes.**

### **Public Comment**

Ron Wortham, Realtor Association member representative, said he attended a meeting a few months ago regarding STR's. The Planning Commission made a recommendation to the City Council. He wondered if there is any follow-up to that.

Linda Martin confirmed that recommendation went to City Council with the unanimous Planning Commission vote. She asked John if there was an update.

John Coleman asked Mr. Wortham to check in with staff during business hours.

Ron Wortham said he will do that.

### **Public Hearings**

### **Other Business**

### **Planning Commission Procedures**

Linda Martin pointed out that this has been reviewed by the Commission at several meetings, so the goal is to get this done and vote on it. She understands that the clean copy has some mistakes and redundancies in it, which will be taken care of. There's also been comments from the public. She referenced Mr. Turner's recommendations.

Mr. Coleman addressed the comments from Mr. Turner. In RCW Chapter 35 cities and towns are discussed. The City of Anacortes used 35.63 in the appointment of the Planning Commission. There's also Chapter 35A which addresses optional municipal code cities. He clarified that most of the cities in Washington, including Anacortes, are "code cities" which follow RCW 35 and 35A. They are separate sections but they work together. Chapter 35A has more specific standards that were reviewed with the City attorney. Our Municipal Code only refers to RCW 35, not 35A.

Luke Currier referred to item #2, stating he likes the idea of giving the public more time to review meeting materials. He wonders if that is an undue hardship for staff.

John Coleman said it could be, but staff is doing their best to be close to that 5 day deadline. Our minimum goal is the Friday before the Planning Commission meeting.

Frank Jeretzky wonders about the 100% attendance requirement to make changes. He suggested changing it to 80%, which is just one Commissioner not attending the meeting. The language could read: super majority of a quorum, 6 out of 7 members must be present to amend the rules of procedure.

Paul Ryan agreed. He commented that over the past several months there's been at least one or 2 Commissioners unable to attend the meeting.

Mike Mills moved to approve the Planning Commission rules of procedure as submitted in the final packet with the exception of deleting the redundancies in section 3; and to amend section 10 paragraph B to read "a super quorum of 6 of the 7 Commissioners must be present to amend the rules of procedure". Paul Ryan seconded.

No additional discussion.

Vote: all ayes.

## **Anacortes Planning Commission Minutes - August 14, 2024**

## **2025 Comprehensive Plan Update - Tentative Planning Commission Review Schedule**

Libby Grage said she will be reviewing the Comprehensive Plan update process. Topics include current project status, community engagement update and next steps. She reviewed the preliminary timeline and where we're at. A lot of the work going on now is public engagement, analysis, drafting proposed updates, etc. She reviewed the milestones that have happened so far, such as the open house in June. That was well attended by the public. All the information from that open house is available on the website. Then there was the council work session and the resolution establishing the 2025 Comprehensive Plan docket. Finally, the Council will be discussing the Housing Action Plan (HAP) measures that they want included in the process at their next meeting. Staff and the consultants have been collecting data and performing analysis for all the Comprehensive Plan elements; preparing draft land use & housing element goals and policies; and attending public engagement opportunities. She reminded people that they can submit comments at any time via [www.planacortes.org](http://www.planacortes.org). She reviewed the upcoming public engagement opportunities. The climate action policy advisory team is being established and will start meeting in September. She moved on to the next steps which include a draft proposed amendment that will be brought to the Planning Commission and the public. She also reviewed the general process steps for each element.

John Coleman clarified that we are in the data gathering and analysis section of this process. All of this will be reviewed by the public and Planning Commission.

Mr. Grage reviewed the draft Planning Commission schedule. The next meeting will be August 28th to begin a review of the land use element. Then, in September, the draft will be published so that the public can review it. We have special meetings listed in the schedule as a placeholder if needed. After that, Transportation will be reviewed in October; Economic Development, Capital Facilities & Utilities will be reviewed in November. John Coleman pointed out that the Economic Development committee is working on an economic strategic plan. There will be a survey for businesses to help update the economic development portion.

Libby Grage stated that due to the holidays, there are 2 meeting dates that are not available. She reviewed the schedule for 2025.

Mike Mills asked if the Transportation element includes multi-modal / non-motorized transportation.

Ms. Grage agreed it includes multi-modal forms of transportation.

Commissioner Mills asked for copies of the consultants' presentations prior to the meeting.

Luke Currier wanted clarification on the docketing via council. He asked if it's typical for them to docket an item prior to reviewing the public comment.

Libby Grage clarified that the Anacortes Municipal Code has a section for docketing. For proposals that come from the public, they get reviewed by Council first to determine if they want to docket that item. There will be many opportunities for public review and comment.

Commissioner Currier asked if there will be Planning Commission representation on the Climate Action committee.

John Coleman agreed. The Climate Policy Advisory Team is tasked with making sure that members of the affected communities weigh in on the goals & policies of the new climate element. These would be citizens in neighborhoods that are impacted by climate change. They are also looking at how to reduce carbon emissions. We are trying to get members of those impacted communities to the table to review this. The idea is to get more people to understand the process and all the work that's being done. We are trying to keep this group smaller and hoping they can get started on the review in September.

Linda Martin asked how the information for the Land Use introduction at the August 28th Planning Commission meeting will be different from what we reviewed a few months ago.

Ms. Grage commented that is a refresher and recap of the capacity for accommodating the growth projections. They will also present information from the open house and talk about the general list of land use changes that are being developed by the consultant.

Chairperson Martin wonders if STR's could be added to the housing element.

John Coleman clarified that amendments to STR's will be reviewed in the land use element. He will have staff confirm that language is included. He pointed out that what's not in the timeline are development regulation

## **Anacortes Planning Commission Minutes - August 14, 2024**

changes that enact the policies that are discussed in the various elements. The docketed items will be brought forward in the most appropriate element of the Comprehensive Plan, likely land use. We are trying to figure out the best time to bring forward development regulation change requests. Many are dependent on the various elements of the Comprehensive Plan. Staff may bring them forward with each element or at the end of the Comprehensive Plan update. He reminded the Commissioners that there is a lot of information coming forward. Staff is trying to bring it forward in manageable sections.

#### **Planning Department Update**

John Coleman said the planning committee of Council reviewed all the HAP items. The committee is making a recommendation to Council on Monday on which items from the HAP will be worked on and brought forward. It's not possible to carry all of them forward. They are looking at which proposals make the most impact and bringing those forward. He pointed out that the Planning Commission had approved a shoreline permit for the Port's utility wiring. That was appealed to Council and then the Shorelines Hearings Board, which has unofficially decided to reject the appeal.

#### **Adjournment**

The meeting is adjourned at 7:05 p.m.



## Planning Commission Agenda Bill

**Meeting Date:** October 9, 2024

**Agenda Item:** 5.a.

**Subject:** 2025 Comprehensive Plan Update - Presentation and discussion of preliminary Transportation Element goal and policy amendments

**Staff Contact:** LIBBY GRAGE, John Coleman

**Approved for Submittal to Commission by**

Libby Grage  
John Coleman

**Action Type**

Presentation

**Summary Statement:** The City contracted with Transpo Group to assist with updating the Transportation Element of the Comprehensive Plan as part of the 2025 Comprehensive Plan update. Chris Comeau, Senior Transportation Planner with Transpo Group, will present information about the Transportation Element update, including a project overview and schedule, community engagement overview, and preliminary draft policy amendments. Discussion will also include new requirements for active transportation, multimodal level of service standards, Complete Streets on State highways, and more.

**Background:** See attached memo from Transpo Group dated September 30, 2024.

**Previous Action:** You can view past meetings and activities related to the 2025 Comprehensive Plan update on the [project webpage](#), under the "Meeting and Event Info" tab.

**Competing Viewpoints Considered:** Written comments may be sent any time to [CompPlan@anacorteswa.gov](mailto:CompPlan@anacorteswa.gov). Availability of documents for review and formal public comment periods and public hearing dates will be advertised over the coming months.

**Recommended Motion:** N/A - discussion only

**Alternative Actions:** N/A

**Attachments (listed in order presented):**

1. Memo Re: GMA Transportation Element, Transpo Group, dated 9/30/24
2. Attachment A - Draft Transportation Goal & Policy Amendments
3. PC\_Transportation 10-9-24 2-slides

## MEMORANDUM

|                 |                                                                                                                                                  |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Date:</b>    | September 30, 2024                                                                                                                               |
| <b>To:</b>      | Andrew Rheaume, Public Works Director<br>John Coleman, Director of Planning, Community and Economic Development<br>Libby Grage, Planning Manager |
| <b>From:</b>    | Chris Comeau, Senior Transportation Planner, Transpo Group<br>Jon Pascal, Principal, Transpo Group                                               |
| <b>Subject:</b> | GMA Transportation Element – Draft Policy Recommendations                                                                                        |

We look forward to the opportunity to meet with the City of Anacortes Planning Commission on October 9, 2024, regarding the 2025 Comprehensive Plan update. The meeting will include discussion on:

- Project overview and schedule
- Community engagement overview
- Preliminary Draft Policy amendments for the Transportation Element
- Preview of Draft citywide Active Transportation Network.

We look forward to answering any questions the Planning Commission may have and receiving feedback on the Preliminary Draft Transportation Policy amendments. Your comments will help as we continue with efforts to engage the community and develop a complete Transportation Element draft this winter and spring.

### Background

The Washington State Growth Management Act (GMA) requires cities and counties to adopt Comprehensive Plans, which are 20-year policy documents to guide the community vision for growth population, housing, and employment), transportation, capital facilities and utilities, parks, recreation and open space, rural areas, and protection of natural resource lands (RCW 36.70A.070). GMA requires cities and counties to update Comprehensive Plans and implement development regulations every 10 years (RCW 36.70A.130). While the deadline to update the comprehensive plan was June 30, 2025, recent legislation (House Bill 2296) extended the deadline to December 31, 2025. Transpo Group is working with City of Anacortes staff to update the 2016 Transportation Element and incorporate new GMA, RCW, and WSDOT requirements for active transportation, multimodal level of service (MMLOS) standards, Complete Streets on State highways, and more.

## Schedule and Community Engagement overview

As of October 1, 2024, the following public engagement activities have occurred and provided input, comments, and questions regarding transportation in Anacortes:

- Development of City Comprehensive Plan project website.
- Community Open House at City Hall, June 5, 2024 – Transportation comments provided in the context of land use, housing, capital facilities, etc.
- June 20, 2024: Anacortes Open House for Skagit County Comprehensive Plan to collect existing conditions data for multiple comprehensive plan elements.
- Early August 2024: Community online survey to gather input from residents.
- August 25, 2024: Anacortes Open Streets table to engage with community.
- **Upcoming:** Community Open House at City Hall, October 23, 2024

**Key themes from public engagement completed to date:** Online survey was open through October 1, 2024. A summary of the project schedule and public engagement feedback will be presented at the October 9, 2024 Planning Commission meeting.

## PRELIMINARY DRAFT POLICY REVISIONS - SUMMARY

The preliminary draft policy revisions are provided within the attached appendix. The following summarizes the focus of the preliminary draft policy changes.

Since 1990, the Washington Growth Management Act (GMA) transportation element requirements have changed from auto-oriented to multimodal with an emphasis on active/human-powered modes, such as walking, biking, and rolling (wheelchairs, mobility devices, etc.). The GMA and RCWs now require goals, policies, and emphasis to address:

- ADA Transition Plans
- Multimodal Level of Service (MMLOS)
- Active transportation networks
- Complete Streets for County roads and State highways
- Safety for Vulnerable Road Users
- Equity in transportation investments
- Transportation/Land Use integration
- Reduction of Vehicle Miles Traveled (VMT)
- Reduction of Greenhouse Gas (GHG) emissions

## **Key Legislative Changes, State Plans, and Implementation Realities**

[ESSHB 1181 Climate Change - Planning](#). Requires new Climate Element in Comprehensive Plans to include multimodal level of service (MMLOS) standards in Transportation Element and policies to reduce VMT and GHG.

[SB 5452 Transportation Impact Fee \(TIF\)](#). Authorizes revenue to fund improvements to bicycle and pedestrian facilities.

[SB 5412 SEPA Categorical Exemption for Housing Projects](#). Requires non-project level SEPA analysis for transportation and identification of mitigation measures, which then eliminates requirements for project-specific transportation impact analysis for housing projects or mixed-use development with residential units.

[RCW 47.04.035 Complete Streets for State highways](#). Requires all WSDOT projects of \$500,000 or more in population centers to include sidewalks, bikeways, crossings, etc. for all ages and abilities, consistent with Complete Street principals.

[2021 WSDOT Active Transportation Plan](#). Requires WSDOT to provide “Level of Traffic Stress Type 1 or Type 2” (Physically separated or protected) pedestrian and bicycle facilities on State highways, consistent with needs identified by local agencies.

[2019 Target Zero WSDOT Strategic Highway Safety Plan](#) with a goal of reducing deaths and injuries to zero.

[2023 Vulnerable Road User Safety Assessment](#) adopts the Safe System Approach with an emphasis on equity and vulnerable users.

## **State and Federal Transportation Grant Funding**

- Most transportation state and federal grant funding agencies now prioritize:
  - Active transportation and public transit
  - Safety for vulnerable road users
  - Socio-economic and demographic equity analysis
  - Climate and sustainability measures.
- Most grant funding agencies either require or award points for adoption of:
  - Complete Streets ordinance and policies
  - Vision Zero ordinances
  - Local Road Safety Plans
  - Safe System Approach or other systemic safety analysis.

# Anacortes Comprehensive Plan Update Transportation Goals and Policies Tracker

DRAFT October 1, 2024

10/9/24 Planning Commission Discussion Version

---

## Introduction

This goal and policy tracker reviews the **Transportation Element** of the 2016 Anacortes Comprehensive Plan in support of the 2025 periodic update. **Transpo Group** is providing comments, considerations, and recommendations for updating goals and policies. Further updates and additions will be added to the **Transportation Element** to meet climate element requirements and better connect policies that are both land use and climate related.

Some frequent abbreviations used in this audit:

AMC = Anacortes Municipal Code

GMA = Growth Management Act

RCW = Revised Code of Washington

Transportation Element

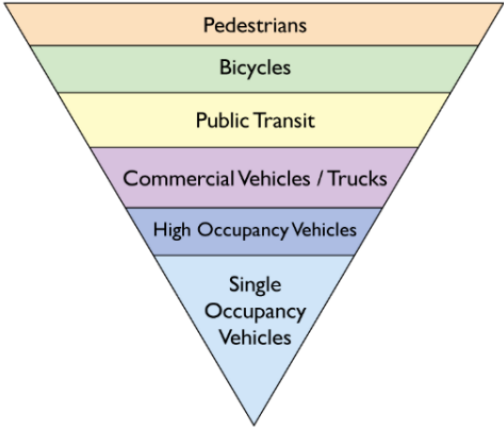
Goals and Policies

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                   | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                             | Reasoning for Proposed Policy Change                                                                                     |
|----------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Goal T-1       | 56                   | <b>Operations, Maintenance, Management and Safety.</b> As a high priority, maintain, preserve, and operate the city’s transportation system in a safe and functional state.                                                                                                                    | <del>Prioritize Safety, Operations, Maintenance, and Management, and Safety. As a high priority, m</del> Maintain, preserve, and operate the city’s transportation system in a safe and functional state <del>for all travelers.</del> | Prioritizing implies highest importance. Safety is paramount in transportation. GMA emphasizes all travelers, all modes. |
| Category       |                      | <b>Maintenance and Preservation</b>                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                        |                                                                                                                          |
| Policy T-1.1   | 56                   | Maintain and operate the city’s transportation systems working to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.                                                                       | <del>Maintain and operate the city’s transportation systems working to m</del> Minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.  | Simplicity, clear direction.                                                                                             |
| Policy T-1.2   | 56                   | Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.                                                                                                                                                      | Protect the investment in the existing <u>transportation</u> system and lower overall life-cycle costs through effective maintenance and preservation programs.                                                                        | Specificity                                                                                                              |
| Policy T-1.3   | 56                   | Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.                                                                              | No change                                                                                                                                                                                                                              |                                                                                                                          |
| Category       |                      | <b>Transportation Systems Management for the System as a Whole</b>                                                                                                                                                                                                                             |                                                                                                                                                                                                                                        |                                                                                                                          |
| Policy T-1.4   | 57                   | Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.                                                                                                          | No change                                                                                                                                                                                                                              |                                                                                                                          |
| Policy T 1.5   | 57                   | Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.                                                                                                                           | No change                                                                                                                                                                                                                              |                                                                                                                          |
| Policy T-1.6   | 57                   | Work with the Washington State Ferry system to encourage ferry walk-on and transit service and additional passenger-only service centered in Anacortes.                                                                                                                                        | <del>Move to and consolidate into Policy 1.7</del>                                                                                                                                                                                     | Consolidate all WSDOT ferry policies                                                                                     |
| Policy T-1.7   | 57                   | Encourage the replacement and modernization of the Washington State Ferry Terminal which is the gateway to the world famous San Juan Islands; continued maintenance of the facility; and continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue. | <del>Delete; Consolidate into Policy 1.7</del>                                                                                                                                                                                         | Consolidate all WSDOT ferry policies                                                                                     |
| Policy T-1.8   | 57                   | Consistently work with Washington State Ferries to continue making the international ferry service to Sidney, B.C., and Canada successful.                                                                                                                                                     | <del>Delete; Consolidate into Policy 1.7</del>                                                                                                                                                                                         | Consolidate all WSDOT ferry policies                                                                                     |
| Policy T-1.9   | 57                   | Reserve undeveloped city right-of-way for future use and do not vacate city right-of-way unless overwhelmingly beneficial to the city.                                                                                                                                                         | <del>Renumber to 1.6</del>                                                                                                                                                                                                             |                                                                                                                          |
|                |                      |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                        |                                                                                                                          |
|                |                      |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                        |                                                                                                                          |
|                |                      |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                        |                                                                                                                          |
|                |                      |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                        |                                                                                                                          |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                         | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Reasoning for Proposed Policy Change                                                                 |
|----------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|                |                      |                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Policy T-1.7.</b> <u>Work with the Washington State Ferry system to encourage:</u> <ol style="list-style-type: none"> <li><u>Additional transit service, walk-on ridership, and passenger-only ferry service centered in Anacortes.</u></li> <li><u>Replacement, modernization, and continued maintenance of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands.</u></li> <li><u>Restore international ferry service from Anacortes to Sidney, B.C., Canada.</u></li> <li><u>Continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.</u></li> <li><u>An Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of ferry traffic.</u></li> </ol> | Consolidate all WSDOT ferry policies                                                                 |
| Policy T-1.10  | 57                   | Encourage Guemes Island Ferry facilities that are compatible with the surrounding neighborhood and mitigate for ferry traffic impacts; this should include bus service during the Guemes Island Ferry maintenance shutdown.                                                                                                                                                                          | Delete; Rewrite as Policy T-1.8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                      |
|                |                      |                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Policy T-1.8.</b> <u>Encourage Skagit County to provide Guemes Island Ferry facilities that:</u> <ul style="list-style-type: none"> <li><u>Are compatible with the surrounding neighborhood</u></li> <li><u>Mitigate for daily ferry vehicle traffic impacts; and</u></li> <li><u>Include bus service during the annual ferry maintenance shutdown.</u></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Bullets provides 3 clear requests                                                                    |
| Category       | 57                   | <b>Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes</b>                                                                                                                                                                                                                                                                                                             | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT highway policies                                                               |
| Policy T-1.11  | 57                   | Work with Washington State Department of Transportation to give a high priority to safety and mobility projects at Sharpe’s Corner.                                                                                                                                                                                                                                                                  | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT highway policies. Sharpe’s corner roundabout completed since this was written. |
| Policy T-1.12  | 57                   | Plan and budget for a safety plan and project follow through for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.                                                                                                                                                                                                                                                | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT highway policies                                                               |
| Policy T-1.13  | 57                   | Encourage, and partner with Washington State Department of Transportation in the long-term (20 plus years) to pursue reduction of signals by creation of grade separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road using as a basis the WSDOT Route Development Plan titled “SR 20 to Sharpes Corner to SR 536 Safety Improvement Project” (Nov. 2003). | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT highway policies                                                               |
| Policy T-1.14  | 57                   | Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.                                                                                                                                                                                                                                                                                    | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT highway policies                                                               |
| Policy T-1.15  | 57                   | Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of Washington State Ferry traffic.                                                                                                                                                                                                               | Delete; Consolidate into Policy 1.7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Consolidate all WSDOT ferry policies                                                                 |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                              | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Reasoning for Proposed Policy Change                                                                                         |
|----------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Policy T-1.16  | 57                   | Partner with Washington State Department of Transportation to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.                                                | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Consolidate all WSDOT highway policies                                                                                       |
| Policy T-1.17  | 58                   | Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.                                                     | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Consolidate all WSDOT highway policies                                                                                       |
| Policy T-1.18  | 58                   | Work to improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors; such as the proposed crossing at Christiansen Road and SR 20 intersection as proposed as part of the Sharpe’s Corner project. | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Consolidate all WSDOT highway policies                                                                                       |
| Policy T-1.19  | 58                   | Coordinate on road maintenance issues and continue the close relationship with Washington State Department of Transportation to keep lines of communication open and increase the chances of successful collaboration in the future.      | Delete; Consolidate into Policy 1.9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Consolidate all WSDOT highway policies                                                                                       |
|                |                      |                                                                                                                                                                                                                                           | <b>Policy T-1.9.</b> The City will continue to work with WSDOT to: <ul style="list-style-type: none"> <li>a. <u>Provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting on SR 20 Spur from Commercial Avenue to the Ferry Terminal, consistent with RCW 47.04.035 Complete Streets Principles and the 2020 WSDOT Active Transportation Plan.</u></li> <li>b. <u>Complete a safety plan for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.</u></li> <li>c. <u>Pursue reduction of signals by creation of grade separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road based on the WSDOT Route Development Plan titled “SR 20 to Sharpes Corner to SR 536 Safety Improvement Project” (Nov. 2003).</u></li> <li>d. <u>Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.</u></li> <li>e. <u>Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.</u></li> <li>f. <u>Improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors.</u></li> <li>g. <u>Coordinate on road maintenance issues, maintain a close relationship, and keep lines of communication open to increase the chances of successful collaboration in the future.</u></li> </ul> | Rewritten to consolidate all WSDOT highway policies, but if any obsolete statements or completed projects should be deleted. |
|                |                      |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                              |
|                |                      |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                              |
|                |                      |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                              |

| Goal or Policy  | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                                   | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                       | Reasoning for Proposed Policy Change                                                                                                                                                                                                                                                                  |
|-----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Category        |                      | <b>Financial</b>                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.20   | 58                   | Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.                                                                                                    | No change                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.21   | 58                   | Focus on investments that produce significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation.                                                                                                                                                                                                                                                           | No change                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.22   | 58                   | Encourage public and private sector partnerships to identify and implement improvements to personal mobility.                                                                                                                                                                                                                                                                                                  | No change                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.23   | 58                   | In coordination with other agencies and organizations, participate in planning for and funding of the expansion of multi-modal transportation capital facilities.                                                                                                                                                                                                                                              | No change                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.24   | 58                   | Update transportation impact fees on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs and discuss a method of updating the impact fees on an annual or biannual basis.                                                                                                                                                    | <del>Update</del> Adjust transportation impact fee <del>(TIF) base rates</del> on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs. <del>and discuss a method of updating the impact fees on an annual or biannual basis.</del>                                                                                                             | Adjustment using index does not require a complete update of the TIF program, but simply an adjustment to the base rate. This can be built into the new 2025 TIF program so the intended TIF base rate will be known for each year going forward, but actual rate will need to be adjusted for index. |
| Policy T-1.25   | 58                   | Consider city financing methods that create, sustain and/or expand local transit service. This service could be city provided, SKAGIT TRANSIT provided, or privately provided.                                                                                                                                                                                                                                 | No change                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                       |
| Policy T-1.26   | 58                   | Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service, the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions. | Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service <del>(LOS)</del> , the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions. | Abbreviate before using acronym in next sentence.                                                                                                                                                                                                                                                     |
| <b>Goal T-2</b> | 58                   | <b>Greater Safety, Options and Mobility.</b> Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.                                                                                                                                                                                                                                       | <b>Greater Multimodal Transportation Safety, Options, and Mobility.</b> Invest in <u>multimodal</u> transportation systems that offer <del>greater</del> <u>increased safety</u> , options, mobility, and access in support of the city's growth strategy.                                                                                                                                                                       | Multimodal is more inclusive                                                                                                                                                                                                                                                                          |
| Category        |                      | <b>Safety</b>                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                       |
| Policy T-2.1    | 58                   | Policy T-2.1. Continue to improve the safety of the transportation system to work towards the state's goal of zero deaths and disabling injuries by the year 2030.                                                                                                                                                                                                                                             | <del>Continue to</del> Improve the safety of the <u>multimodal</u> transportation system <del>to work by continually working</del> towards the <u>City</u> , state, <del>'s and federal</del> goal of zero deaths and <del>disabling</del> serious injuries <del>by the year 2030.</del>                                                                                                                                         | Zero fatalities is the goal and while WSDOT has established 2030 as the goal in Target Zero, the state and national trend has been increasing, especially for pedestrian/bicycle deaths and injuries. Remove the date so that it is a continual effort with no end.                                   |
|                 |                      |                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                       |
|                 |                      |                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                       |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                   | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                   | Reasoning for Proposed Policy Change                                                                                                                                                |
|----------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy T-2.2   | 59                   | In our concern for safety for all travelers; while making planning and budget decisions the City will utilize the following prioritization for different travel modes:<br>A. Pedestrian<br>B. Bicycle<br>C. Motorcycle<br>D. Transit<br>E. Freight<br>F. Carpool<br>G. Single Occupant Vehicle | <del>In our concern for safety for all travelers; while making City</del> planning and budget decisions <del>the City</del> will be based on <del>utilize</del> the following prioritization for different travel modes. <u>with an emphasis on safety for the most vulnerable roadway users:</u><br>A. Pedestrian<br>B. Bicycle<br><del>C. Motorcycle</del><br>D. Transit<br>E. Freight<br>F. Carpool<br>G. Single Occupant Vehicle<br> | More directive that City budget decision will be based on ....<br><br>Motorcycles included by default in motor vehicle categories below<br><br>Add graphic to illustrate priorities |
| Policy T-2.3   | 59                   | Provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the prioritization list in T-2.2                                                                                                                            | Provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the <u>investment</u> prioritization list in <u>policy T-2.2. and the equity analysis and prioritization in the City Safety Action Plan.</u>                                                                                                                                                                                                                                              | Current effort to complete Safety Action Plan requires an equity analysis that can be used going forward                                                                            |
| Policy T-2.4   | 59                   | Keep an emphasis on the enforcement of motorized and nonmotorized safety                                                                                                                                                                                                                       | <del>Keep Maintain</del> an emphasis on the enforcement of <del>motorized and nonmotorized traffic</del> safety laws <u>for all roadway users.</u>                                                                                                                                                                                                                                                                                                                                                                           | All-inclusive                                                                                                                                                                       |
| Policy T-2.5   | 59                   | Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.                                                                                                                                                                                | No change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                     |
| Policy T-2.6   | 59                   | Utilize a non-motorized travel awareness campaign so drivers expect pedestrians and bicycles on the roadway.                                                                                                                                                                                   | <del>Utilize a non-motorized</del> <u>Fund and promote a citywide</u> travel awareness campaign so drivers expect <del>pedestrians and bicycles on to see people walking, biking, and rolling along and across</del> the roadway.                                                                                                                                                                                                                                                                                            | Direction to provide funding; people-oriented; more inclusive                                                                                                                       |
| Category       |                      | <b>Mobility Options</b>                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                     |
|                |                      | <u>New policy</u>                                                                                                                                                                                                                                                                              | <u>Policy T-2.7 Establish a citywide Active Transportation Network (ATN) of existing and planned safe and comfortable ADA-compliant walking, biking, and rolling facilities coordinated and connected to regional pedestrian and bicycle routes.</u>                                                                                                                                                                                                                                                                         | ATN is based primarily on Anacortes Walks and Bikes maps in existing Transportation Element                                                                                         |
| Policy T-2.7   | 59                   | Decrease the proportion of trips made by single occupant vehicles by increasing alternative transportation choices.                                                                                                                                                                            | <u>Policy T-2.8. Work to d</u> ecrease the proportion of trips made by single occupant vehicles by increasing <u>alternative active</u> transportation <del>choices facilities and opportunities.</del>                                                                                                                                                                                                                                                                                                                      | Adding “work” acknowledges that this will take effort; Not easy                                                                                                                     |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                       | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                        | Reasoning for Proposed Policy Change                                            |
|----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Policy T-2.8   | 59                   | Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems (e.g., electric bike rentals)                                                                           | <b>Policy T-2.9.</b> Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems (e.g., <u>ADA accessibility, adequate transit service, and affordable</u> electric bike rentals). | ADA now required in GMA Transportation Element                                  |
| Policy T-2.9   | 59                   | Locate and design transit facilities to simplify access for pedestrian and bicycle patrons.                                                                                                                                                        | <b>Policy T-2.10.</b> Locate and design transit facilities to simplify access for <del>pedestrian and bicycle patrons</del> <u>people walking, biking, and rolling</u> .                                                                                          | People-oriented                                                                 |
| Policy T-2.10  | 59                   | Encourage local street connections and walkways between existing neighborhoods and new developments to provide an efficient network of travel route options for pedestrians and bicycles.                                                          | <b>Policy T-2.11.</b> Encourage local street connections and walkways between existing neighborhoods and new developments to provide an efficient network of travel route options for pedestrians and bicycles.                                                   |                                                                                 |
| Policy T-2.11  | 59                   | Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes. Separate grade crossing facilities in certain locations should be considered. | Delete; Replaced by new Policy T-2.7                                                                                                                                                                                                                              |                                                                                 |
| Policy T-2.12  | 59                   | Encourage identification and pedestrian scale signing of shopping and public use facilities (e.g. wayfinding signs).                                                                                                                               | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.13  | 59                   | Revise development policies to reduce city sign clutter.                                                                                                                                                                                           | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.14  | 59                   | Develop improved signing for public transportation-related facilities, e.g. airport, ferry systems, etc. Develop improved signing for public transportation-related facilities, e.g. airport, ferry systems, etc.                                  | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.15  | 59                   | Encourage pedestrian movement to and from gathering spaces, public facilities, and parks, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.                                           | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.16  | 59                   | Improve pedestrian crossing opportunities not only across the state highway (SR 20 Spur) but on other highly traveled corridors in the city such as Commercial Avenue, R Avenue, D Avenue, etc).                                                   | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.17  | 60                   | Provide safe bicycle and pedestrian travel to and from schools throughout the community.                                                                                                                                                           | No change                                                                                                                                                                                                                                                         |                                                                                 |
| Policy T-2.18  | 60                   | Prepare, and implement, a master plan for pedestrian and bicycle safety, beautification, and economic stimulus to South Commercial Avenue from 12th to 34th Streets.                                                                               | Delete; Replaced by new Policy T-2.7                                                                                                                                                                                                                              |                                                                                 |
| Policy T-2.19  | 60                   | Implement “high value” bicycle corridor improvements as identified in the “2012 Anacortes Bike and Walks” report.                                                                                                                                  | Delete; Replaced by new Policy T-2.7                                                                                                                                                                                                                              |                                                                                 |
| Policy T-2.20  | 60                   | Incorporate pedestrian and bicycle accommodations into all new construction (complete streets) as appropriate.                                                                                                                                     | Policy T-2.20 <del>18</del> .                                                                                                                                                                                                                                     |                                                                                 |
| Policy T-2.21  | 60                   | Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.                                                                                             | Policy T-2.21 <del>19</del> .                                                                                                                                                                                                                                     |                                                                                 |
| Policy T-2.22  | 60                   | Fill in gaps in the bicycle and pedestrian network whenever possible (example: West 2nd Street between Alaska and Florida Avenues).                                                                                                                | Delete; Replaced by new Policy T-2.7                                                                                                                                                                                                                              |                                                                                 |
|                |                      | <b>New policy</b>                                                                                                                                                                                                                                  | <b>Policy T-2.20.</b> Strive to elevate the League of American Bicyclists certification of Anacortes as a Bronze-level Bicycle Friendly Community to a Silver- or Gold-level Bicycle Friendly Community.                                                          | City should apply for promotion by LAB as progress is made to complete the ATN. |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Reasoning for Proposed Policy Change                                                                                                                                                                                                                                    |
|----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Category       |                      | <b>Transportation Demand Management (TDM)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                         |
| Policy T-2.23  | 60                   | Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. The City of Anacortes should serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act (CTR) possibly using the City of Seattle Commute Trip Reduction program as an example with programs including: bike and pedestrian safety demonstrations; hosted lunch where employees can learn about building a routine around being a bike or walk commuter; route planning and advice from other city employees; hold regular no cost bike tuneups; and giving out free lights so commuters are more visible at night. | <b>Rewrite. Policy T-2.23-21.</b> Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. To <del>he City of Anacortes should serve as a model to the community by voluntarily</del> complying with the requirements of the State Commute Trip Reduction (CTR) Act <del>(CTR) possibly using the City of Seattle Commute Trip Reduction program as an example with</del> could sponsor and fund programs including: <ul style="list-style-type: none"> <li>• bike and pedestrian safety demonstrations;</li> <li>• hosted lunch where employees <b>and residents</b> can learn about building a routine around being a bike or walk commuter;</li> <li>• route planning and advice from <del>other</del> city employees <b>and bike commute advocates</b>;</li> <li>• hold regular no cost bike tuneups; and</li> <li>• giving out free lights so commuters are more visible at night.</li> </ul> | Remove reference/identification of City staff needing to model this behavior. Many reasons why people may choose, or need, to drive vehicles and doing so does not imply that they do not care or have a “Do as I say and not as I do” attitude. Needs to apply to all. |
|                |                      | <b>New Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Policy T-2.22</b> Create educational content on the City web site and materials distributed in the community to promote ADA accessibility, walking, biking, and riding Skagit Transit to reduce traffic congestion, vehicle miles traveled, and greenhouse gas emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TDM requires continual community education                                                                                                                                                                                                                              |
|                |                      | <b>New Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Policy T-2.23</b> Continue to promote the Anacortes Open Streets event and similar community events to highlight accessibility, walkability, bicycle advocacy, safe routes to school, and Skagit Transit bus routes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TDM requires continual community education                                                                                                                                                                                                                              |
| Policy T-2.24  | 60                   | Support the reduction of vehicle dependence in the city by supporting “ride share” and on-demand car/bike services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                         |
| Category       |                      | <b>Design</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Retitle as “Street Design”</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                         |
| Policy T-2.25  | 61                   | Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, people with disabilities, and transit users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, <del>including motorists, pedestrians, bicyclists, people with disabilities, and transit users</del> <b>according to the investment priorities in Policy T-2.2.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Reference back to Policy 2.2 priorities and inverted triangle graphic                                                                                                                                                                                                   |
| Policy T-2.26  | 61                   | Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                         |
| Policy T-2.27  | 61                   | Design or redesign roads and streets to accommodate a range of motorized and non-motorized modes in order to reduce injuries, further reduce the risk of fatalities and to encourage non-motorized travel. The design should include well defined, safe, and appealing spaces for pedestrians and bicyclists with a goal of all users feeling safe and comfortable using the facility.                                                                                                                                                                                                                                                                                                                                                                   | Design or redesign roads and streets to accommodate a range of <del>motorized and non-motorized transportation</del> modes <del>in order</del> to reduce injuries, further reduce the risk of fatalities and to encourage non- <del>auto</del> <b>motorized</b> travel. The design should include well defined, safe, and appealing spaces for <del>pedestrians and bicyclists</del> <b>people walking, biking, and rolling</b> with a goal of all users feeling safe and comfortable using the facility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | More inclusive and people-oriented.                                                                                                                                                                                                                                     |
| Policy T-2.28  | 61                   | Be flexible with development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | No Change                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                         |

| Goal or Policy  | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                       | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                           | Reasoning for Proposed Policy Change                                                                     |
|-----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
|                 |                      | streets, and/or low-speed design streets to meet those standards where full compliance with standards is not feasible or desirable.                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                          |
| Category        |                      | <b>Transit</b>                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                          |
| Policy T-2.29   |                      | Work to expand local transit service and connections to adjacent jurisdictions.                                                                                                                                                                                                                                                                    | No change                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                          |
| Policy T-2.30   |                      | New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit. The location of bus stops and shelters should be incorporated into both larger residential and non-residential project development design.                                                                              | New development and redevelopment in the city should be designed to provide and encourage <del>non-motorized</del> <u>walking, biking, and rolling</u> access to transit. The location of bus stops and shelters should be incorporated into both larger residential and non-residential project development design.                                                                                                                 | More inclusive and people-oriented.                                                                      |
| Policy T-2.31   |                      | Adopt road design standards, site-access guidelines, and land use regulations that support transit. This could include “pullouts” so buses can stop and pickup/dropoff outside of the traffic flow.                                                                                                                                                | No change                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                          |
| Policy T-2.32   |                      | SKAGIT TRANSIT Work to provide a citywide transit service that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the City, connects neighborhoods to downtown and other frequented destinations, and provides an adequate level of service throughout the day, including weekends, and holidays. | <del>SKAGIT TRANSIT</del> Work <u>with Skagit Transit</u> to provide a citywide transit service that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the City, connects neighborhoods to downtown and other frequented destinations, and provides an adequate level of service throughout the day, including weekends, and holidays.                                             | City partnership with Skagit Transit                                                                     |
| Policy T-2.33   |                      | Consider, for a reasonable fee, a dial-a-ride type of transit service with door-to-door service for the entire Fidalgo Island similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route.              | <del>Consider, for a reasonable fee,</del> <u>Work with Skagit Transit to determine the financial feasibility of providing</u> a dial-a-ride type of transit service with door to door service for the entire Fidalgo Island similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route. | City partnership with Skagit Transit                                                                     |
| <b>Goal T-3</b> | 62                   | <b>Support Growth.</b> Support the city’s and region’s growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network for now and into the future.                                                                                                                    | <b>Support Growth.</b> Support the <del>city’s and region’s</del> <u>City and regional</u> growth strategy by focusing on moving people and goods <del>within</del> <u>throughout</u> the city and beyond with a <del>highly safe and</del> efficient multimodal transportation network for now and into the future.                                                                                                                 | “Highly efficient” in transportation realm implies free-flow and speed; emphasize safety above all else. |
| Category        |                      | <b>Concurrency</b>                                                                                                                                                                                                                                                                                                                                 | <b><u>Transportation Concurrency and Multimodal LOS Standards</u></b>                                                                                                                                                                                                                                                                                                                                                                |                                                                                                          |
| Policy T-3.1    | 62                   | Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that LOS standards are met within required timeframes.                                                                                                                                                | Maintain a <u>transportation</u> concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that <u>roadway corridor and intersection</u> LOS standards are met within required timeframes.                                                                                                                                                                   | Specificity.                                                                                             |
| Policy T-3.2    | 62                   | Assess, and adopt per ordinance, new impact fees pursuant to all concurrency improvements mentioned in the 2016 Transportation Element Background Information document.                                                                                                                                                                            | <del>Assess, and adopt per ordinance,</del> <u>Adopt a new multimodal transportation impact fees program pursuant to all concurrency improvements mentioned in the 2016 Transportation Element Background Information document to include vehicle capacity, active transportation network completeness, and ADA accessibility to transit service.</u>                                                                                | <u>SB 5452</u> explicitly allows ped-bike facilities to be included on TIF program project lists         |

| Goal or Policy                            | Existing Page Number            | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                        | Reasoning for Proposed Policy Change                                                                                                                                                                                                                                            |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|-------------------------------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------|--------------------|-------------------|-------------------------------------------|-------|-----|-----|---|---|-------------------------------------------|-----|-----|-----|------|------|----------------|-----|-----|-----|-----|------|-----------------|-----|-----|-----|-----|------|------------------|--|
| Policy T-3.3                              | 62                              | Address non-motorized, pedestrian, transit and other multimodal types of transportation options in the city’s concurrency program – both in assessment and mitigation of transportation impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Address <del>non-motorized, pedestrian, transit and other</del> <u>all</u> multimodal types of transportation options in the city’s <u>annual</u> concurrency <del>program report to document</del> both in assessment and mitigation of transportation impacts <u>compliance with corridor and intersection LOS standards and progress made on completion of active transportation and transit networks.</u>                                                                                                                                                                                     | More inclusive; References new Annual Concurrency Report; More specificity.                                                                                                                                                                                                     |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Policy T-3.4                              | 62                              | Revise the Traffic Impact Analysis process for development to streamline the process and remove ambiguities from the system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <del>Delete. Revise the Traffic Impact Analysis process for development to streamline the process and remove ambiguities from the system.</del>                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Vague policy; No specificity. If a policy on TIAs is desired, then write a new policy with specific direction.                                                                                                                                                                  |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Category                                  |                                 | <b>Corridor Level of Service</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Policy T-3.5                              | 62                              | All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the impact of non-motorized facilities on an urban street network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Policy T-3.4</b> All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the <del>impact presence and availability of non-motorized facilities</del> <u>sidewalks, bikeways, or multiuse trails or pathways</u> on an urban street <del>network corridor</del> . <u>The presence of active transportation facilities and/or safety features increases traffic flow and the people-moving capacity of a roadway corridor while the lack of these facilities decreases the corridor capacity.</u> | Adds specificity. Advise re-examining this LOS approach. Have any City street corridors ever not passed this concurrency test? If so, what type of mitigation is conceived? Road widening is not consistent with goals and policies promoting active transportation and safety. |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           | 62                              | <b>Table T-1. Capacity for Various Roadway Classifications and Modifications</b> <table><tr><th>Functional Classification</th><th>Base Peak Hour Capacity (vphpl)</th><th>Left-Turn Lane (vph)</th><th>Access Management (vph)</th><th>No Bike Lane (vph)</th><th>No Sidewalk (vph)</th></tr><tr><td>State Highway (55mph;SR20 and SR 20 Spur)</td><td>1,100</td><td>550</td><td>770</td><td>0</td><td>0</td></tr><tr><td>Principal Arterial (30/40mph; SR 20 Spur)</td><td>800</td><td>400</td><td>560</td><td>-120</td><td>-280</td></tr><tr><td>Minor Arterial</td><td>550</td><td>275</td><td>385</td><td>-55</td><td>-165</td></tr><tr><td>Urban Collector</td><td>550</td><td>275</td><td>385</td><td>-55</td><td>-140</td></tr></table> | Functional Classification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Base Peak Hour Capacity (vphpl)                                                                                                                                                                                                                                                 | Left-Turn Lane (vph) | Access Management (vph) | No Bike Lane (vph) | No Sidewalk (vph) | State Highway (55mph;SR20 and SR 20 Spur) | 1,100 | 550 | 770 | 0 | 0 | Principal Arterial (30/40mph; SR 20 Spur) | 800 | 400 | 560 | -120 | -280 | Minor Arterial | 550 | 275 | 385 | -55 | -165 | Urban Collector | 550 | 275 | 385 | -55 | -140 | Retain Table T-1 |  |
| Functional Classification                 | Base Peak Hour Capacity (vphpl) | Left-Turn Lane (vph)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Access Management (vph)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No Bike Lane (vph)                                                                                                                                                                                                                                                              | No Sidewalk (vph)    |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| State Highway (55mph;SR20 and SR 20 Spur) | 1,100                           | 550                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 770                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0                                                                                                                                                                                                                                                                               | 0                    |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Principal Arterial (30/40mph; SR 20 Spur) | 800                             | 400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 560                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -120                                                                                                                                                                                                                                                                            | -280                 |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Minor Arterial                            | 550                             | 275                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 385                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -55                                                                                                                                                                                                                                                                             | -165                 |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Urban Collector                           | 550                             | 275                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 385                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -55                                                                                                                                                                                                                                                                             | -140                 |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Category                                  | 62                              | <b>Intersection Level of Service (LOS)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
| Policy T-3.6                              | 62                              | Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways.                                                                                                                                                                                                                                                                                                                                            | <b>Policy T-3.5</b> Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. <u>Intersection LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network.</u>                                              | More specificity.                                                                                                                                                                                                                                                               |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |
|                                           |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |                      |                         |                    |                   |                                           |       |     |     |   |   |                                           |     |     |     |      |      |                |     |     |     |     |      |                 |     |     |     |     |      |                  |  |

| Goal or Policy                                                                        | Existing Page Number                           | Existing Goal or Policy Text                                                                                                                                                                                                          | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Reasoning for Proposed Policy Change                                                                                                                                                                               |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|---------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------|-------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------|-----|---------------------------------------------------------------------------------------|----------------------------------------------|----------------------------------------------|--|
|                                                                                       |                                                | New Policy                                                                                                                                                                                                                            | <p><u><b>Policy T-3.6.</b> Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.</u></p> <ul style="list-style-type: none"><li>• <u>A <b>GREEN LOS</b> indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.</u></li><li>• <u>An <b>ORANGE LOS</b> indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.</u></li><li>• <u>A <b>RED LOS</b> indicates that there are no designated active mode facilities provided and is considered inadequate.</u></li></ul> | New MMLOS standard to comply with GMA requirements. Colors similar to traffic signal messaging; graphically intuitive. Applies to ATN map (presentation slides); Registered to City street standards.              |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|                                                                                       |                                                |                                                                                                                                                                                                                                       | <table><tr><th>LOS</th><th>Primary Route</th><th>Secondary Route</th></tr><tr><td></td><td>Meets City standards, facilities on both sides</td><td>Meets City standards, facilities on one or both sides</td></tr><tr><td></td><td>Facilities exist, but only on one side</td><td>N/A</td></tr><tr><td></td><td>No facilities exist, does not meet standards</td><td>No facilities exist, does not meet standards</td></tr></table> <p><b>Active Transportation Levels of Service (LOS) Standards</b></p>                                                                                                                                                                                            | LOS                                                                                                                                                                                                                | Primary Route | Secondary Route |  | Meets City standards, facilities on both sides | Meets City standards, facilities on one or both sides |  | Facilities exist, but only on one side | N/A |  | No facilities exist, does not meet standards | No facilities exist, does not meet standards |  |
| LOS                                                                                   | Primary Route                                  | Secondary Route                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|    | Meets City standards, facilities on both sides | Meets City standards, facilities on one or both sides                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|   | Facilities exist, but only on one side         | N/A                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|  | No facilities exist, does not meet standards   | No facilities exist, does not meet standards                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
|                                                                                       |                                                | New Policy                                                                                                                                                                                                                            | <p><u><b>Policy T-3.7.</b> The Transit LOS Standard is based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City of Anacortes and Skagit Transit.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | New Transit LOS standard to comply with GMA requirements. Mutually beneficial for City and Skagit Transit. City builds out ADA Transition Plan and Skagit Transit is more accessible, safe, and convenient to use. |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
| Category                                                                              |                                                | <b>Rail</b>                                                                                                                                                                                                                           | <b>Rail <u>Transport</u></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
| Policy T-3.7                                                                          | 62                                             | The City of Anacortes supports legislation to address freight rail safety and congestion issues, funding for hazardous materials first responder training, and funding for analysis of inland spill response planning and capability. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
| Category                                                                              |                                                | <b>Freight</b>                                                                                                                                                                                                                        | <b>Freight <u>Transport</u></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
| Policy T-3.8                                                                          | 63                                             | Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.                                                                                               | <b>Renumber as Policy T-3.9</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |
| Policy T-3.9                                                                          | 63                                             | Actively encourage truck use of truck routes. Signs will be placed along the truck route and the City will identify and work with the major shippers to make their drivers aware of the truck routes.                                 | <p><b>Policy T-3.10.</b> Actively encourage truck <del>drivers to use of designated</del> truck routes <del>with signs installed by the City</del> <del>Signs will be placed along the truck route</del> and <del>the City will identify and</del> work with the major shippers to make their drivers aware of the truck routes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Provides clear direction that truck routes are designated and signed and City expects trucking companies to train drivers to use them.                                                                             |               |                 |                                                                                     |                                                |                                                       |                                                                                      |                                        |     |                                                                                       |                                              |                                              |  |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                                                                                | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                        | Reasoning for Proposed Policy Change                                                          |
|----------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Policy T-3.10  | 63                   | The shipment or movement of hazardous and nuisance materials within or through the City should be managed by the City.                                                                                                                                                                                                                                                                                                                                      | Renumber as Policy T-3.11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | “Should” is a problematic word. Does City have legal oversight of this or is this an opinion? |
| Category       |                      | <b>Air</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Air <del>Transport</del></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                               |
| Policy T-3.11  | 63                   | Explore options for float plane landing and service areas in the skyline marina and in Fidalgo Bay.                                                                                                                                                                                                                                                                                                                                                         | Renumber as Policy T-3.12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.12  | 63                   | Any changes to the Anacortes Airport shall be in accordance with the 2005 Sub-Area Plan, Development Agreement, and City Comprehensive Plan, considering the goals as set for in those documents.                                                                                                                                                                                                                                                           | Renumber as Policy T-3.13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.13  | 63                   | Skagit Regional Airport should support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.                                                                                                                                                                                                                                                            | Renumber as Policy T-3.14                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.14  | 63                   | Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport                                                                                                                                                                                                                                                                                                                                                  | Renumber as Policy T-3.15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.15  | 63                   | Cumulative Impact shall be considered for all airport related development.                                                                                                                                                                                                                                                                                                                                                                                  | Renumber as Policy T-3.16                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.16  | 63                   | Support the Port of Anacortes strategic plan, goal #5 for the airport that states the airport should be recognized as a community oriented facility.                                                                                                                                                                                                                                                                                                        | Renumber as Policy T-3.17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.17  | 63                   | Support the Port’s 1994 Master plan and current Airport Layout Plan (ALP) dated May 2012, with future development to be implemented in accordance with the 2005 Sub-Area Plan and Development Agreement.                                                                                                                                                                                                                                                    | Renumber as Policy T-3.18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Category       |                      | <b>Marine</b>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Marine <del>Transport</del></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                               |
| Policy T-3.18  | 63                   | Encourage the Port of Anacortes to provide more transient boat moorage. The City is willing to partner on this effort, and in reducing existing moorage vacancy rates, as it benefits the economy of the downtown area.                                                                                                                                                                                                                                     | Renumber as Policy T-3.19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.19  | 63                   | Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.                                                                                                                                                                                                                                                                                                           | Renumber as Policy T-3.20                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.20  | 63                   | The City should request that Washington State Department of Transportation and Washington State Ferries include the City in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall invite Washington State Department of Transportation and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry. | <b>Policy T-3.21.</b> The City should request that <del>Washington State Department of Transportation</del> <u>WSDOT</u> and Washington State Ferries include the City in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall invite <del>Washington State Department of Transportation</del> <u>WSDOT</u> and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry. | No need to write full name, WSDOT is commonly understood acronym.                             |
| Policy T-3.21  | 63                   | The City supports commercial and industrial development along the waterfront within the City that meets City requirements and maintains public access.                                                                                                                                                                                                                                                                                                      | Renumber as Policy T-3.22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Policy T-3.22  | 63                   | The City supports public, commercial and private marinas within the City that meet City requirements and maintain public access.                                                                                                                                                                                                                                                                                                                            | Renumber as Policy T-3.23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |
| Category       |                      | <b>Parking</b>                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                               |
| Policy T-3.23  | 64                   | Provide adequate parking space in high demand areas by:<br>A. Developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,<br>B. Investigating opportunities to reduce parking requirements,<br>C. Identifying minimum and maximum parking standards,<br>D. Creating an action plan to implement a comprehensive parking plan over time,                                                       | Renumber as Policy T-3.24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                               |

| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                              | Reasoning for Proposed Policy Change |
|----------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
|                |                      | E. Periodically surveying parking space availability and occupancy to determine any emerging needs for additional space,<br>F. Considering funding the purchase of land for developing public parking lots,<br>G. Considering a parking availability study as a means of parking mitigation by businesses and developers to avoid overdesigning parking facilities around town,<br>H. Developing a ‘fee-in-lieu-of’ parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for a larger parking project. |                                                                                                                                                                                                                                                                                                                                                                                                         |                                      |
| Policy T-3.24  | 64                   | Develop an investment program to obtain land and construct public parking areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Re-number as Policy T-3.25                                                                                                                                                                                                                                                                                                                                                                              |                                      |
| Policy T-3.25  | 64                   | Encourage public/private partnerships for developing public parking lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Re-number as Policy T-3.26                                                                                                                                                                                                                                                                                                                                                                              |                                      |
| Policy T-3.26  | 64                   | Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.                                                                                                                                                                                                                                                                                                                                                                      | Re-number as Policy T-3.27                                                                                                                                                                                                                                                                                                                                                                              |                                      |
| Policy T-3.27  | 64                   | Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Re-number as Policy T-3.28                                                                                                                                                                                                                                                                                                                                                                              |                                      |
| Goal T-4       | 64                   | <b>Sustainability.</b> Design and manage the city’s transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.                                                                                                                                                                                                                                                                                                                                                                    | <b>Sustainability.</b> Design and manage the <u>citywide multimodal</u> transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.                                                                                                                                                          | Inclusive of all modes               |
| Category       |                      | <b>Sustainability and the Natural Environment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                         |                                      |
| Policy T-4.1   | 64                   | Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and also the natural environment including the use of techniques to reduce pollutants in storm drains.                                                                                                                                                                                                                                                                                                                                           | Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and <del>also</del> the natural environment including the use of techniques to reduce pollutants in storm drains.                                                                                                                                          |                                      |
| Policy T-4.2   | 64                   | Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Seek the development and implementation of <u>multimodal</u> transportation modes and technologies that are energy efficient and improve system performance.                                                                                                                                                                                                                                            | Inclusive of all modes               |
| Policy T-4.3   | 64                   | When feasible, design and operate transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.                                                                                                                                                                                                                                                                                               | When feasible, design and operate <u>multimodal</u> transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.                                                                                       | Inclusive of all modes               |
| Policy T-4.4   | 64                   | Promote the expanded use of alternative fuels by acquiring and converting public vehicles using advanced technologies and providing for electric vehicle charging stations throughout the city.                                                                                                                                                                                                                                                                                                                                                                                               | No Change                                                                                                                                                                                                                                                                                                                                                                                               |                                      |
| Policy T-4.5   | 64                   | Plan and develop a citywide transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ride-sharing, public transit, and nonmotorized transportation, to decrease vehicle miles traveled.                                                                                                                                                                                                                                 | Plan and develop a citywide <u>multimodal</u> transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ridesharing, public transit, and <del>nonmotorized</del> <u>active</u> transportation, to decrease vehicle miles traveled. | Inclusive of all modes               |
| Category       |                      | <b>Human Health and Safety</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                         |                                      |

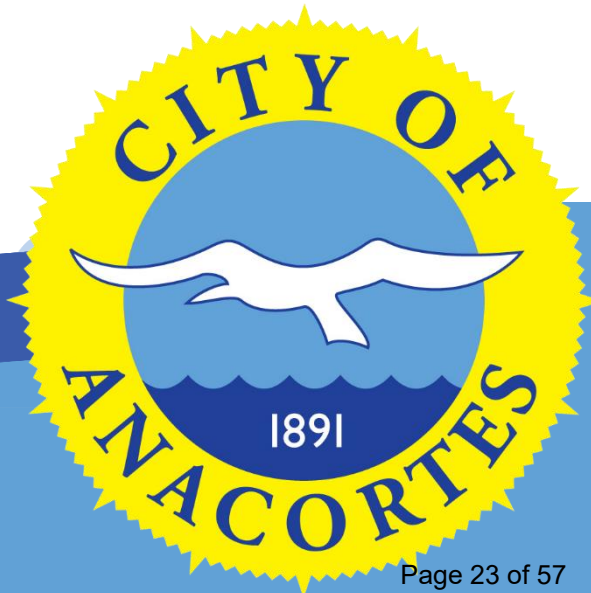
| Goal or Policy | Existing Page Number | Existing Goal or Policy Text                                                                                                                                                                                                                                                                                                                                                                   | First Draft Proposed Policy Revision<br><i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                     | Reasoning for Proposed Policy Change                                                                                                                                                                                               |
|----------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy T-4.6   | 64                   | Develop a transportation system that aims to minimize negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.                                                                                                                                                                                  | Develop a <u>multimodal</u> transportation system that aims to minimize negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of <del>non-motorized</del> <u>active transportation and transit</u> options.                            | Inclusive of all modes                                                                                                                                                                                                             |
| Policy T-4.7   | 64                   | Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.                                                                                                                                                                                                                      | Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional <u>multimodal</u> transportation plans and systems.                                                                                                                    | Inclusive of all modes                                                                                                                                                                                                             |
| Policy T-4.8   | 64                   | Oakes Avenue and 12th Street are a major bicycle and pedestrian route, make a separated facility along this route a priority in future transportation planning efforts.                                                                                                                                                                                                                        | Oakes Avenue and 12th Street <del>between downtown and the WSDOT ferry terminal is are</del> a major bicycle and pedestrian route, <del>make and</del> a separated <u>or protected walking and biking</u> facility <del>along this route should be</del> a priority in future transportation planning efforts. | More specificity, but this could also be deleted with adoption of ATN, RCW for Complete Streets on State highways, and WSDOT Active Transportation Plan requirement for LTS Type 1 or 2 ped and bike facilities on State highways. |
| Policy T-4.9   | 64                   | Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the state ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).                                                                                                                                                                                                    | Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the <del>state</del> <u>WSDOT</u> ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).                                                                                            | All public engagement included strong support for this trail connection.                                                                                                                                                           |
| Policy T-4.10  | 64                   | Review options for, and consider the installation of, city owned electric car charging stations.                                                                                                                                                                                                                                                                                               | <u>Interview other cities in northwest Washington to learn about successes.</u> review options for, and consider the installation of, city-owned electric car charging stations.                                                                                                                               | Learn from success stories                                                                                                                                                                                                         |
| Policy T-4.11  | 64                   | Encourage private charging station installations as part of parking requirements for larger projects.                                                                                                                                                                                                                                                                                          | No change                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                    |
| Category       |                      | <b>Transportation Equity</b>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |
| Policy T-4.12  | 64                   | Implement transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.                                                                                                                                                                                                                                | Implement <u>multimodal</u> transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.                                                                                                                              |                                                                                                                                                                                                                                    |
| Policy T-4.13  | 64                   | Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low income populations.                                                                                                                                                                                                                        | No change                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                    |
| Policy T-4.14  | 64                   | Plan transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.                                                                                                                                                                                                                                                         | Plan <u>multimodal</u> transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.                                                                                                                                                       | Inclusive of all modes                                                                                                                                                                                                             |
| Policy T-4.15  | 64                   | Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities. | No change                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                    |
| Policy T-4.16  | 64                   | Budget for, and provide, the construction and repair of sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.                                                                                                                                                                                                                         | Budget for, and provide, the <del>construction maintenance</del> and repair of <u>existing, as well as the construction of new,</u> sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.                                                             | Consider removing the 2016 date and replacing with “citywide.” The date reference is 8-years old. At very least reference newest plan.                                                                                             |
|                |                      |                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |
|                |                      |                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |
|                |                      |                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                    |

# ANACORTES

## 2025 Comprehensive Plan Update

### Draft Transportation Goal & Policy Updates

Planning Commission Meeting, October 9, 2024



# DISCUSSION ITEMS

- Community Engagement & Public Process
- GMA & RCW Changes to Transportation Elements
- Existing Transportation System
- Future Land Use Pattern
- Establish Active Transportation Network
- Multimodal Level of Service (MMLoS) standards
- Draft Amendments to Goals and Policies

# COMMUNITY ENGAGEMENT OVERVIEW

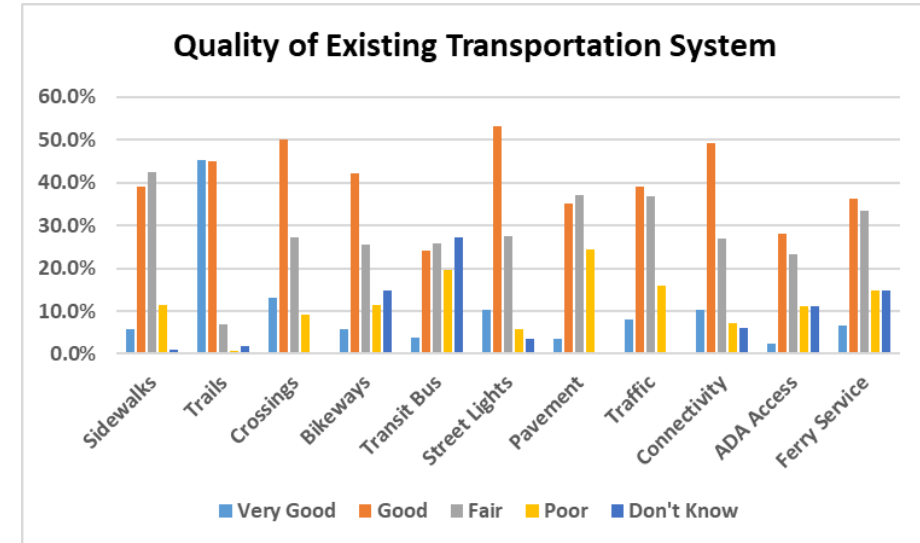
The following public engagement activities have occurred and provided input, comments, and questions regarding transportation in Anacortes:

- Ongoing - City Comprehensive Plan project website
- June 5, 2024: Community Open House at City Hall
- June 20, 2024: Anacortes Open House for Skagit County Comp Plan
- August-October 2024: Community online survey
- August 25, 2024: Anacortes Open Streets community engagement
- October 9, 2024: Planning Commission public meeting

# WHAT HAVE WE HEARD FROM PEOPLE?

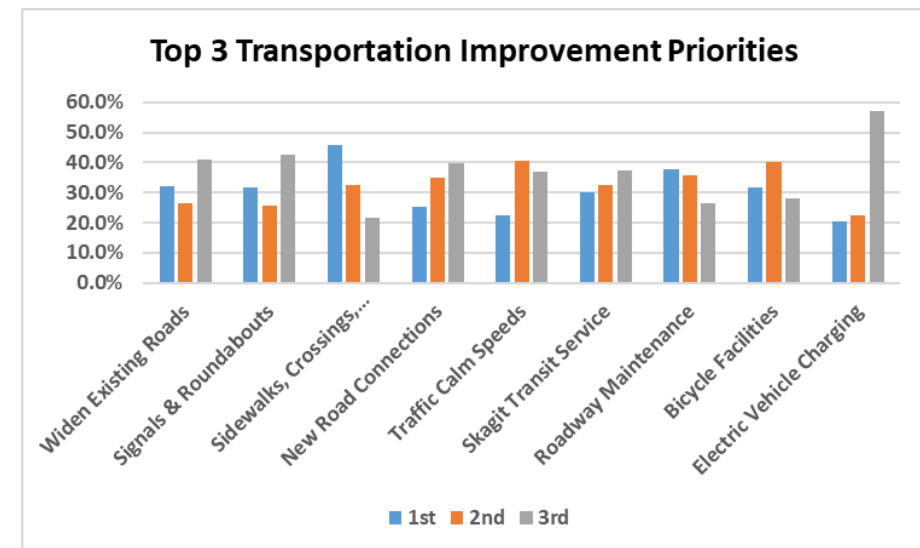
## Top 5 Qualities of Existing Transportation System (*Good + Very Good Combined*)

- City Trails
- Pedestrian Crossings
- Street Lights
- Street Connectivity
- Bikeways



## Top 5 Transportation Improvement Priorities (*1<sup>st</sup> + 2<sup>nd</sup> Choices Combined*)

- Sidewalks, Crossings, Trails
- Roadway Maintenance
- Bicycle Facilities
- New Road Connections
- Signals and Roundabouts



# PUBLIC PROCESS

## **Further opportunities for public input to the Transportation Element :**

- Public Open House, 6:00-8:00pm on October 23, 2024 at City Hall
- Public Hearing on Comprehensive Plan, November 13, 2024 at City Hall

## **Related Opportunities for Public Input**

- 2025 Anacortes Comprehensive Safety Action Plan
- 2025 Skagit Council of Governments Regional Safety Action Plan
  - USDOT Safe Streets and Roads for All program
  - Safe System Approach = Proactive citywide/regional systemic safety analysis
  - Requires commitment to Vision Zero, Public Engagement, Equity Analysis
  - Will allow City to apply for federal (USDOT) safety grant funding (2025-2026)

# GMA / RCW Changes to Transportation Requirements

RCW 36.70A.070 Comprehensive Plans – Mandatory Elements - **2023 amendments from ESSHB 1181**

“The plan shall be an internally consistent document and all elements shall be consistent with the future land use map.”

(6) “A transportation element that implements, and is consistent with, the land use element.”

(A) “Inventory of ..... **active transportation facilities, ...**”  
(sidewalks, bikeways, trails)

(B) “**Multimodal** level of service [LOS] standards for all locally owned arterials, **local & regional** transit routes **in urban areas** ... **and active transportation facilities** to serve as a gauge to judge performance of the system.”

(C) For State-owned transportation facilities, **multimodal LOS standards for highways** ...

(b) “Local jurisdictions must adopt and enforce [concurrency] ordinances to prohibit development that causes the level of service .... to decline below adopted standards” **[However, agency can't deny development if it agrees to fund adequate active transportation, transit service, or TDM measures that mitigate the impacts to MMLOS]**

**IF land use goals = higher density infill,  
THEN LOS & concurrency ordinance should  
allow infill served by adequate transportation**



.... and SB 5452 allows TIF to be used for sidewalks and bikeways

# TRANSPORTATION DEMAND MANAGEMENT

HCM LOS measures count individual vehicles; not human occupants in the vehicles



Avg vehicle capacity = 4 people  
Avg vehicle occupancy =  
+/- 1.25 persons/vehicle →



LOS "F" = 100% capacity for vehicles, but only 20% - 25% capacity for moving people



# WSDOT STATE HIGHWAYS – RCWS & PLANS



## [RCW 47.04.035 Complete Streets](#)

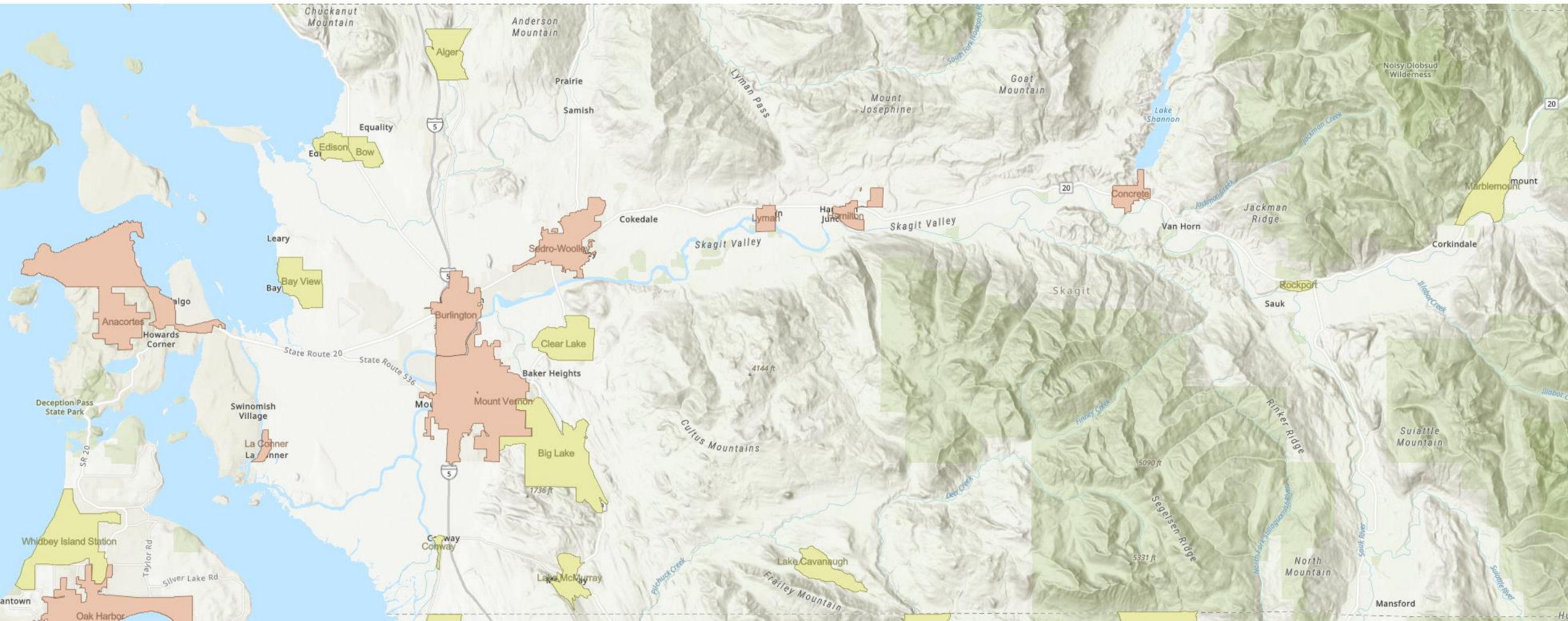
All WSDOT state highway projects costing \$500,000 + (*Ex: Signal*) near population centers must include facilities for users of all ages and abilities per Complete Street principals

## [WSDOT Active Transportation Plan 2020 & Beyond](#)

Requires WSDOT to work with cities and counties to ensure that state highways include active transportation facilities that are well-connected to local pedestrian, bicycle, and trail networks

Required in all “**Census Designated Places**” according to [WSDOT population centers map](#)

# WSDOT Population Centers – Skagit County

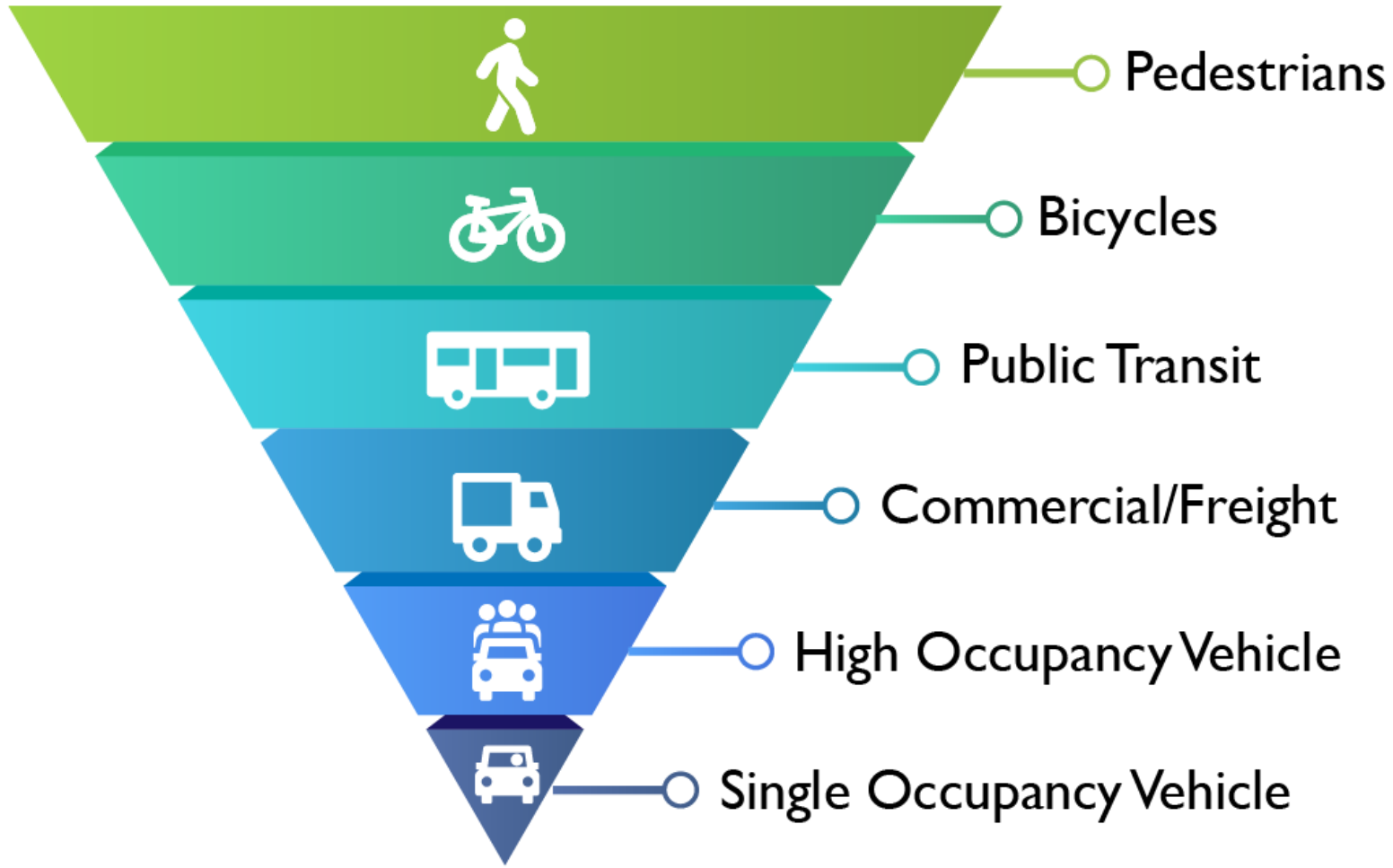


**Incorporated Cities/Towns = Red**

**Census Designated Places = Yellow**

**[WSDOT Population Centers Map](#)**

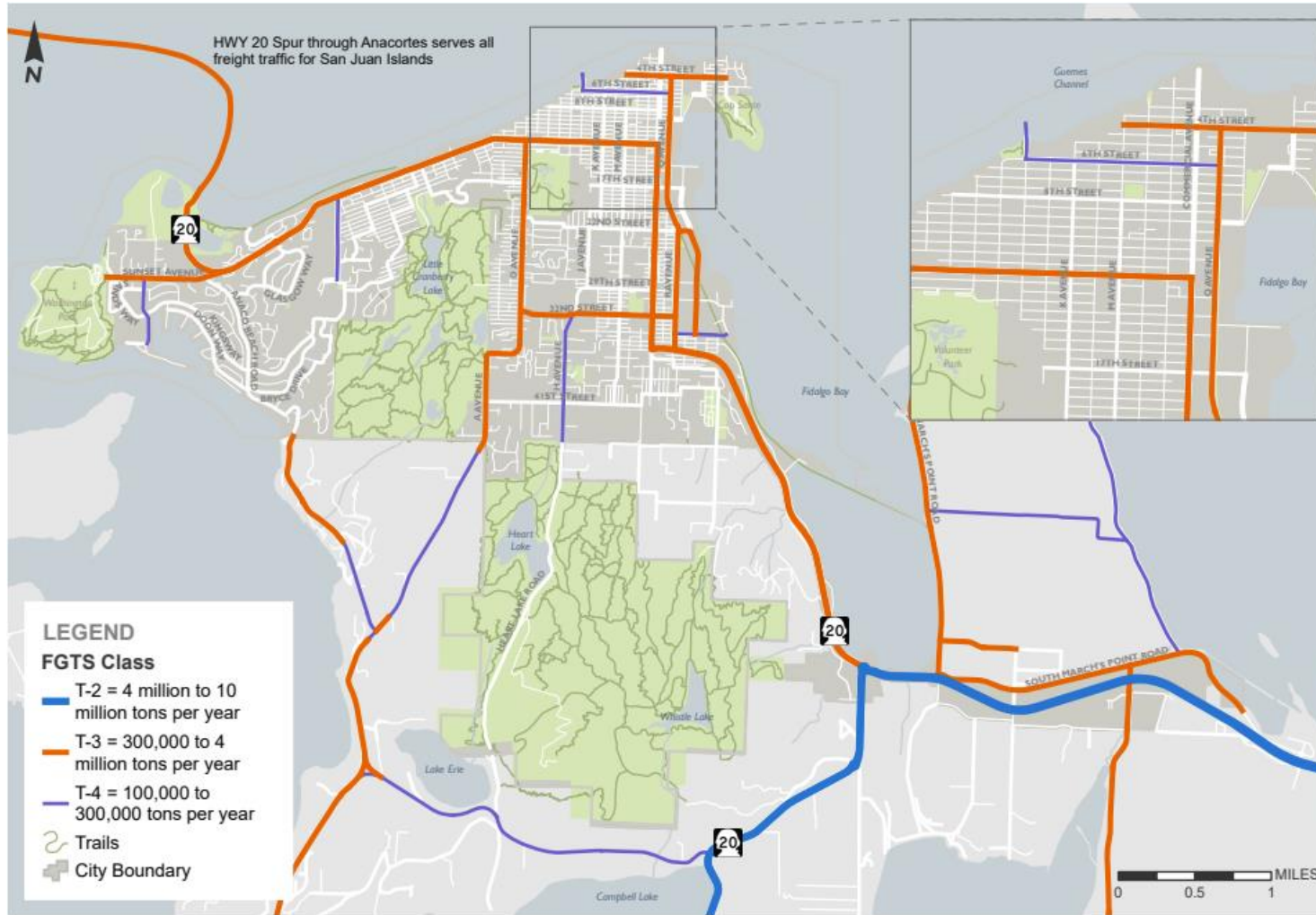
# Complete Streets: Who Are We Planning For?



## BALANCE

**ALL** mobility needs for **ALL** modes must be carefully considered, balanced, and implemented for the **MULTIMODAL** transportation system to provide space and safety for **EVERYONE**.

# CURRENT STREET SYSTEM - VEHICLES



## Functional Classification

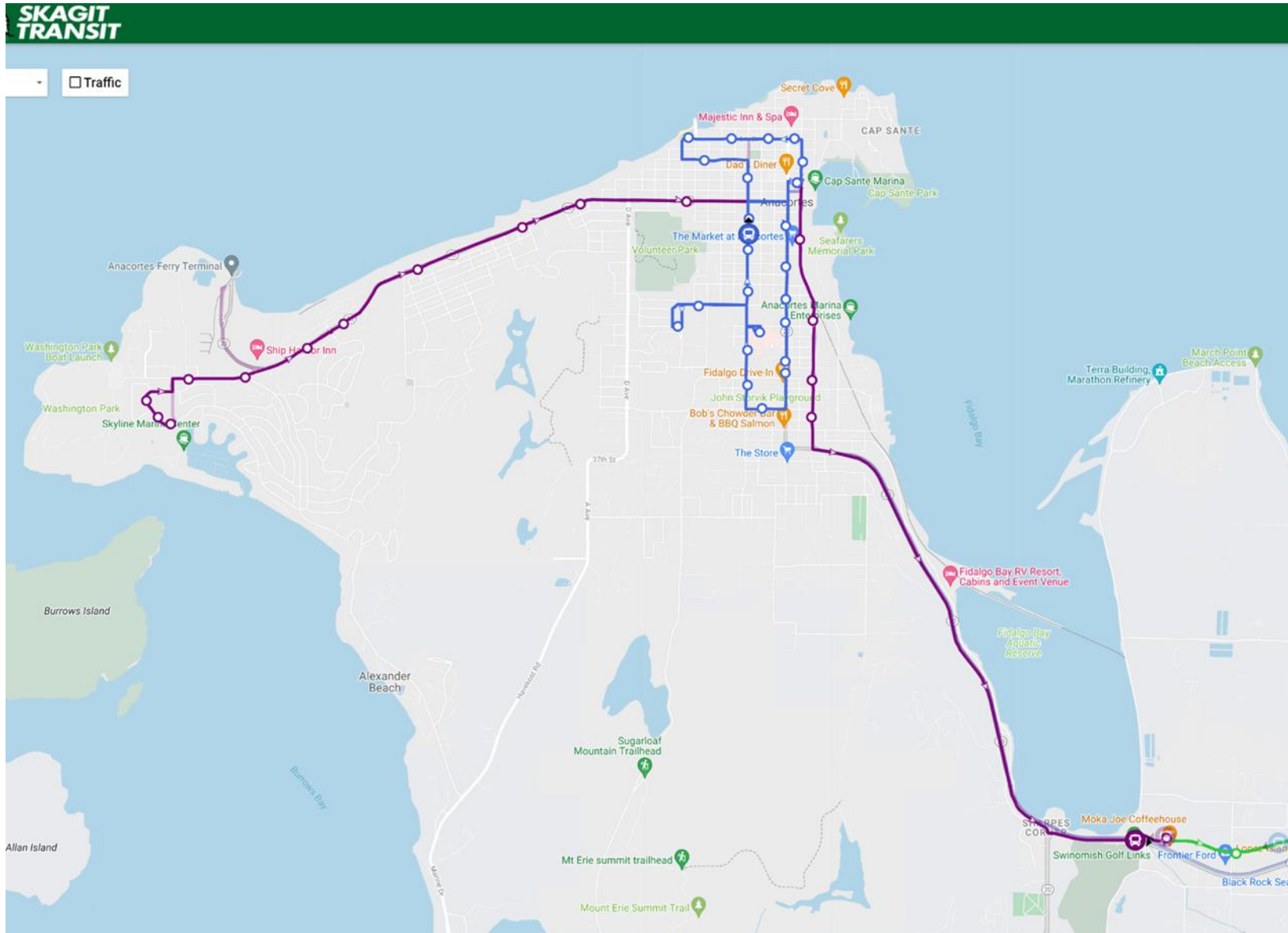
**Principal Arterials** = Highest volume, highest speed roads, regional connections. SR 20 Spur and SR 20

**Minor Arterials** = Higher volume, medium speed City arterial streets. All-purpose, local connections to regional routes and destinations. A, D, Q, R Avenues; N. Commercial St.

**Collector Arterials** = Medium volume, lower speed City arterial streets. Local travel, residential to local destinations. Anaco Beach Road, M Avenue, 32<sup>nd</sup> St.



# CURRENT STREET SYSTEM – TRANSIT BUS



## Skagit Transit Bus Routes

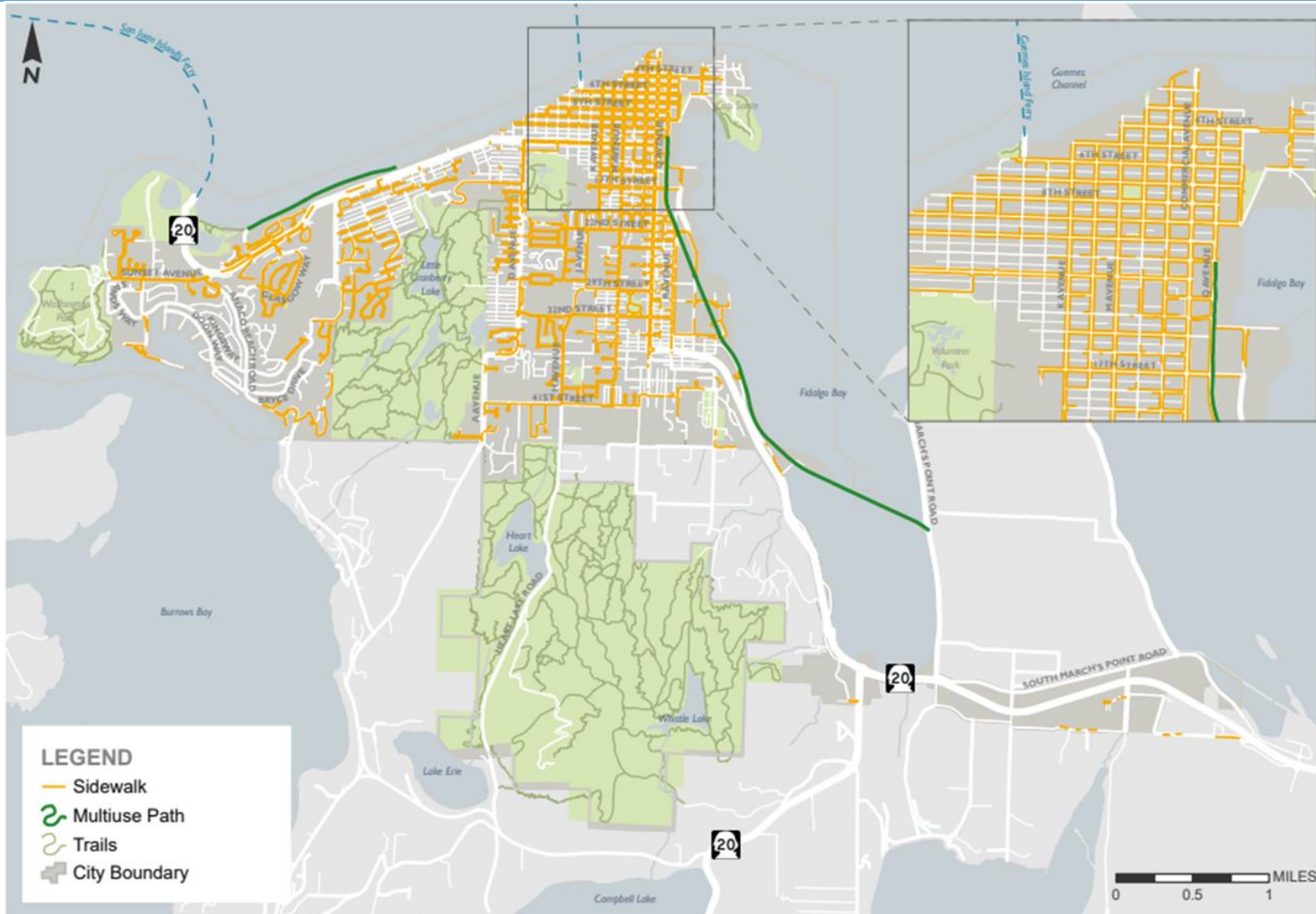
**40X** – Skagit Station in Mount Vernon to Anacortes at March's Point Park-N-Ride

**409** – Downtown circulator bus

**410** – March's Point Park-N-Ride to WSDOT San Juan Island ferry and Old Salts in west Anacortes

Dial-A-Ride, Para-transit, Van Pool

# CURRENT SIDEWALK SYSTEM - PEDESTRIANS



Downtown grid has highest density sidewalk network in town

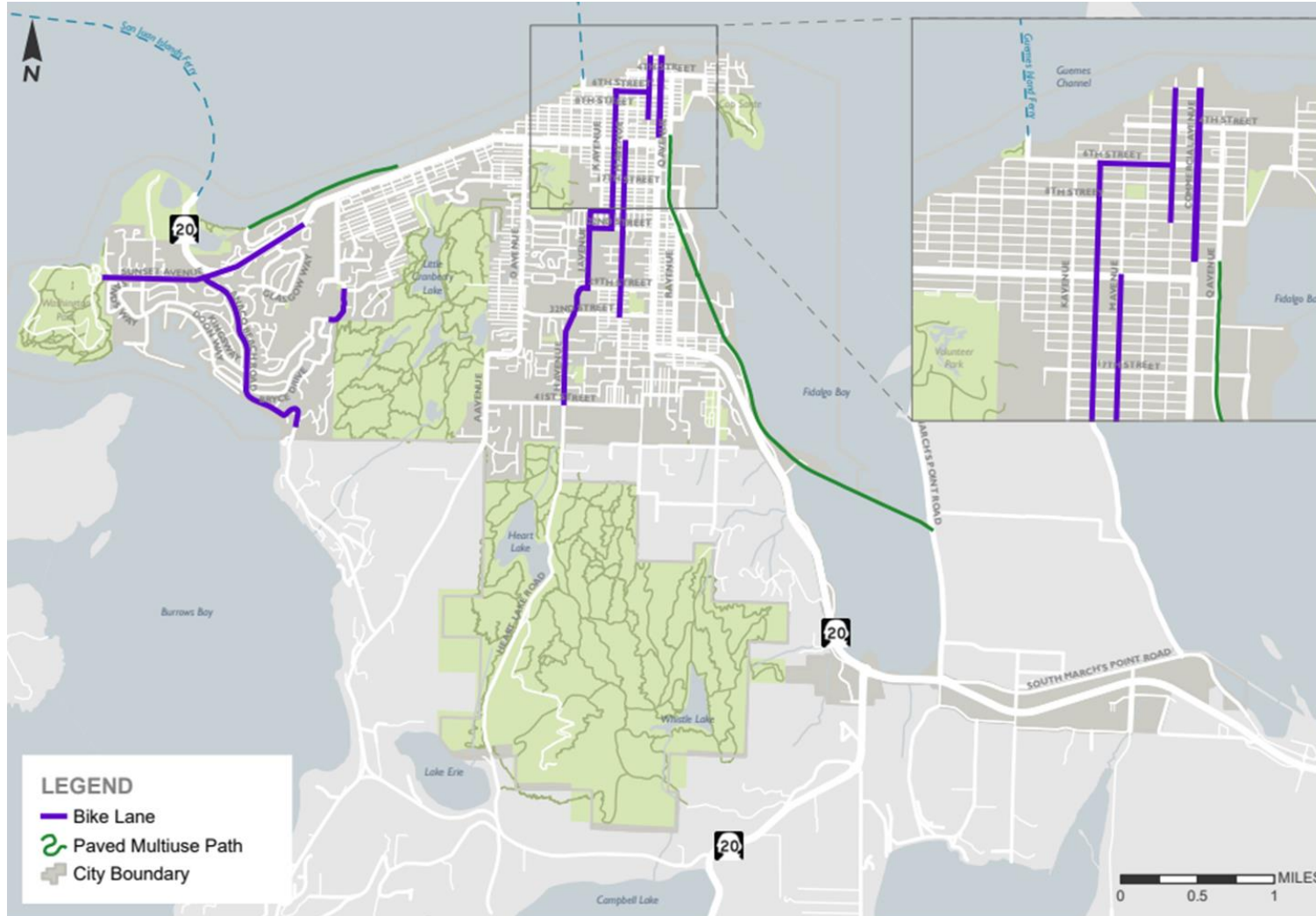
Many residential streets do not have sidewalks

Some sections of State Route (SR) 20 Spur do not have sidewalk

Multiuse trail facilities



# CURRENT BIKE LANE SYSTEM - BICYCLISTS



North-South bike lanes on some streets in downtown area

East-West bike lanes on a few streets in west residential neighborhoods

Multiuse trail facilities



# CURRENT MULTIUSE TRAIL SYSTEM - SHARED USE



Tommy Thompson Trail is iconic regional north-south trail/over-water boardwalk

Guemes Channel Trail is partially complete east-west coastal trail

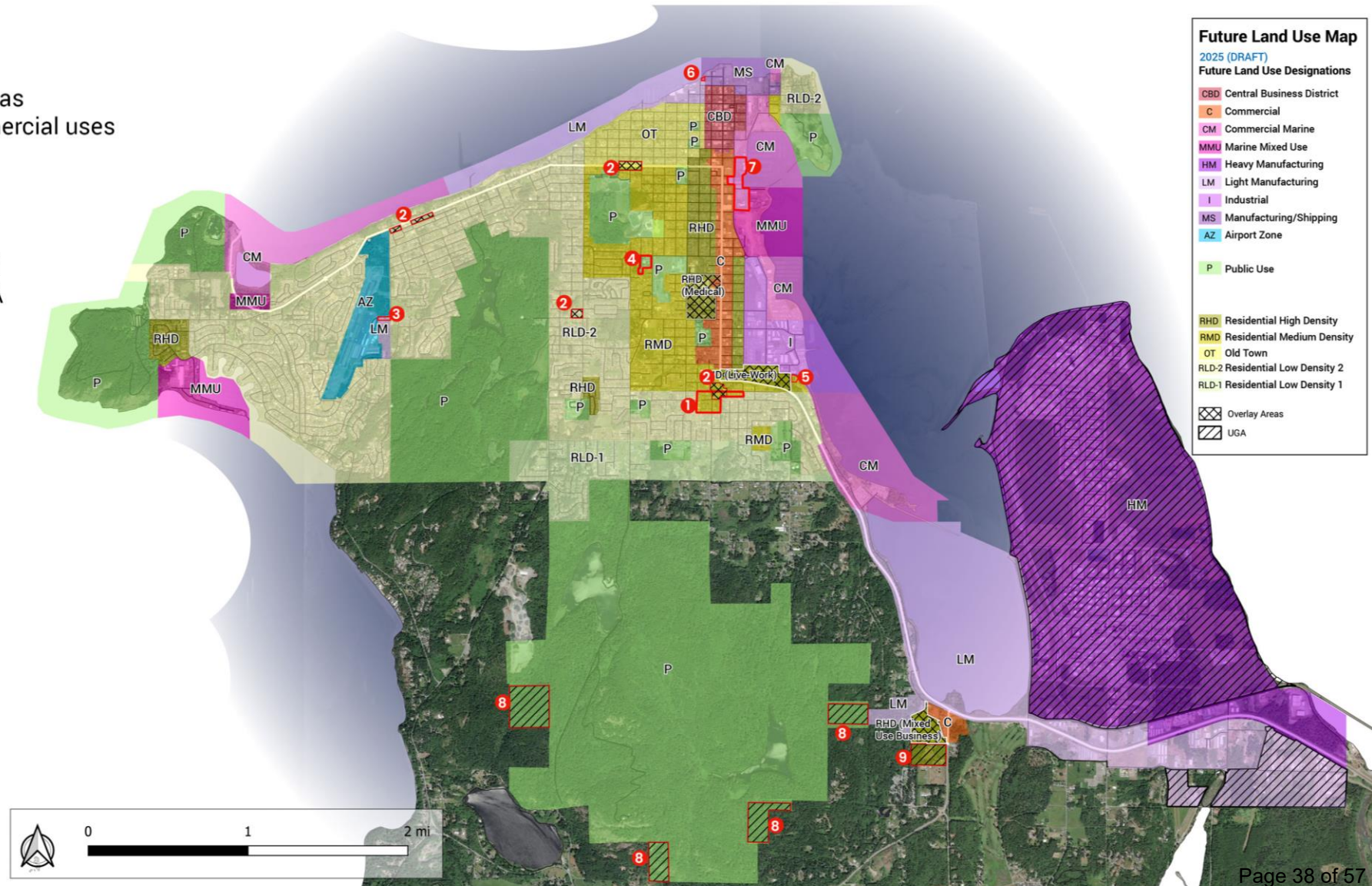
Transportation-oriented trails need to be ADA-compliant or have accommodations (Slope, surfacing, ramps, detection pads)

Many miles of recreational foot paths and trails

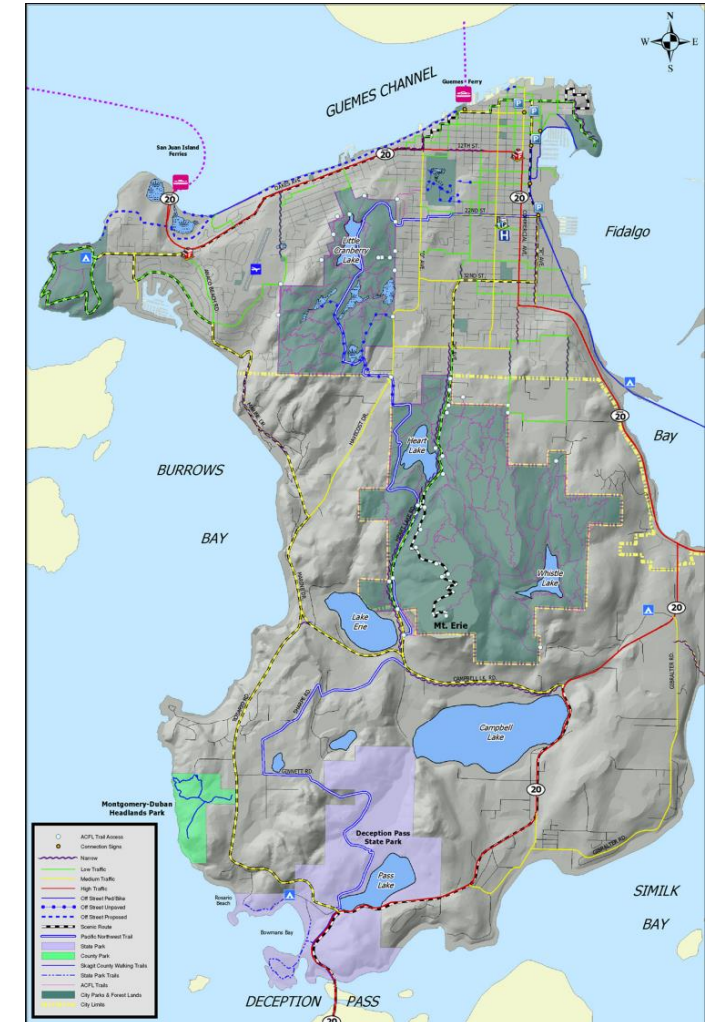
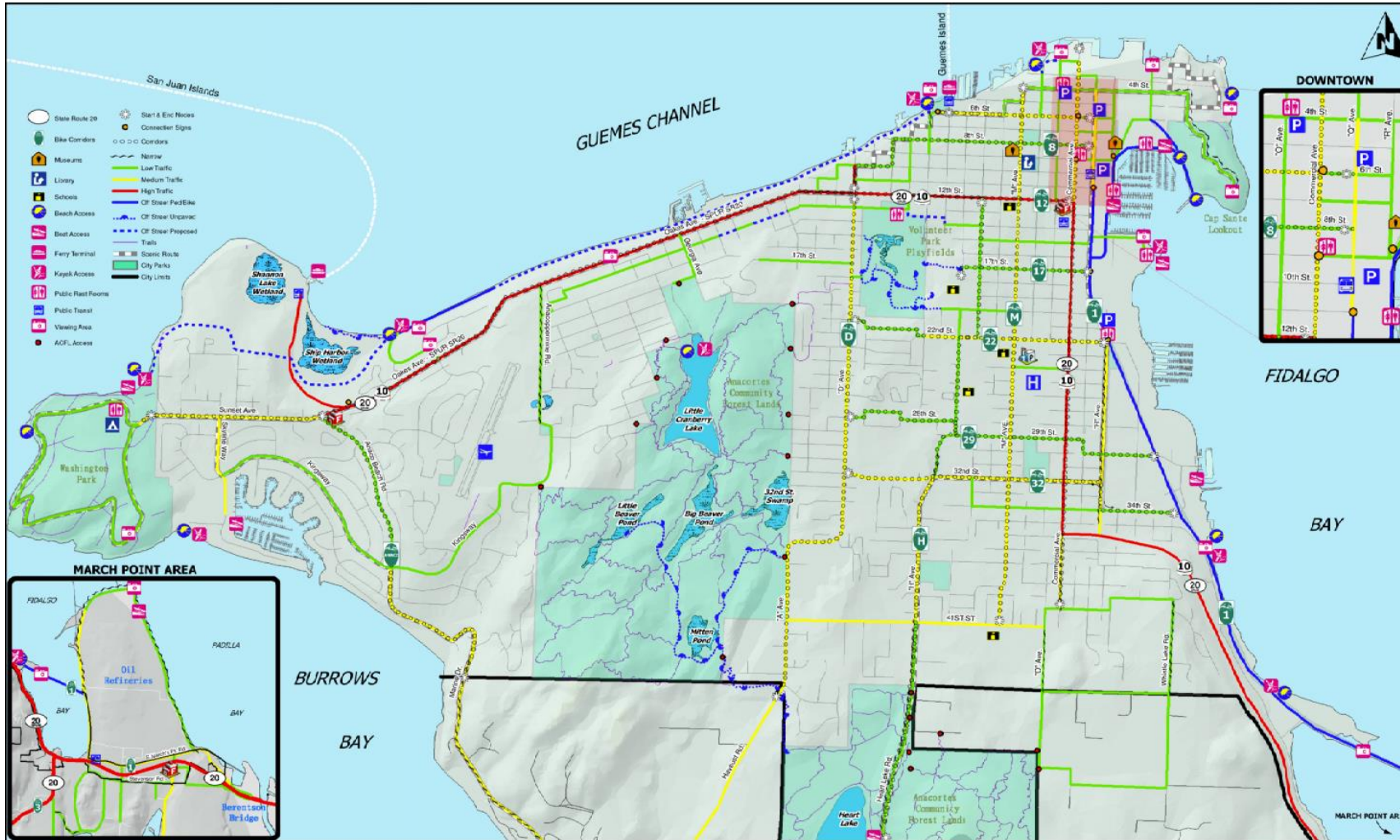


# FUTURE LAND USE MAP UPDATES

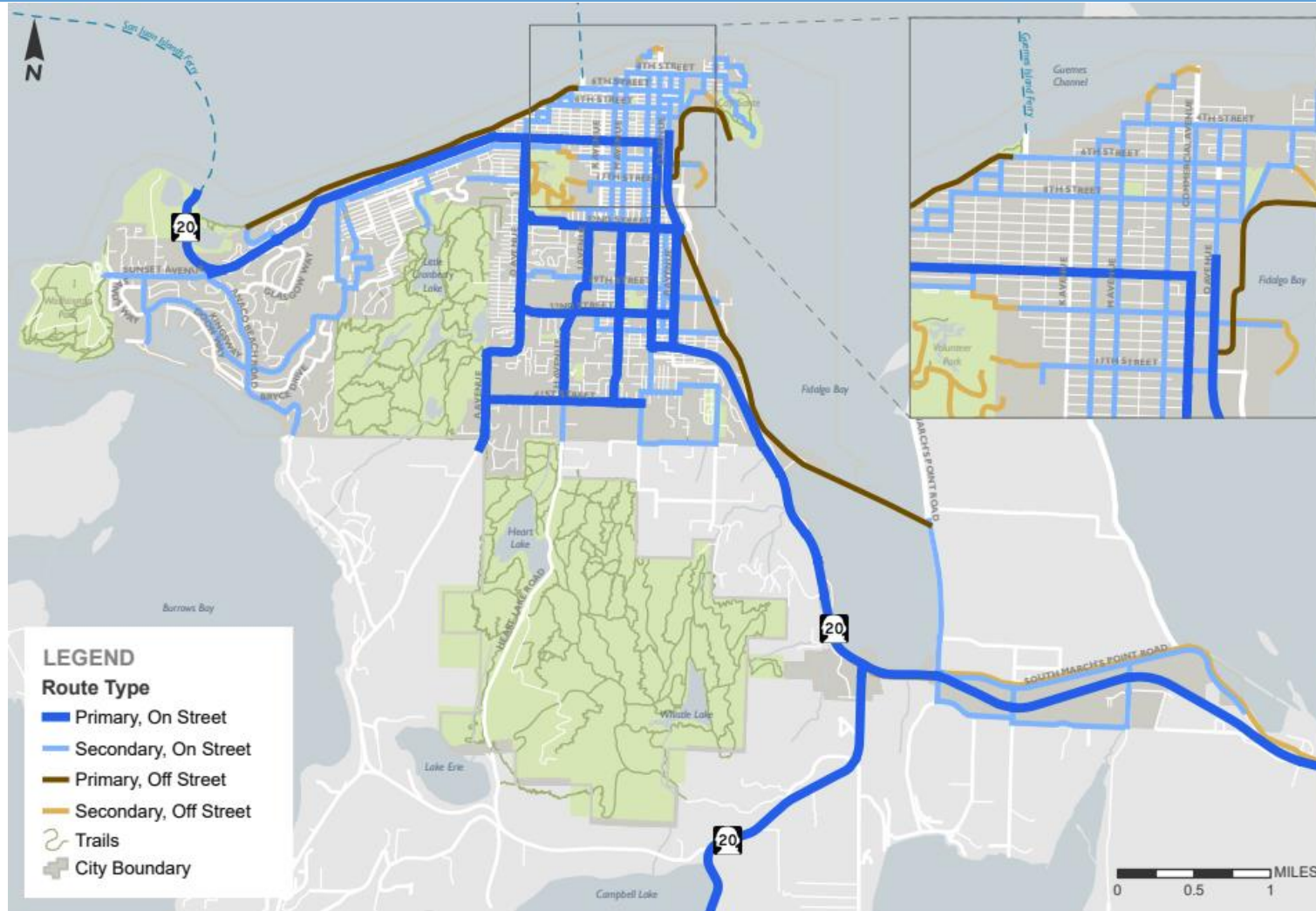
1. Change from RLD-2 to RMD
2. Option 1 - neighborhood commercial overlay areas  
Option 2 - update use chart to allow more commercial uses
3. Parcel change from AZ to LM
4. Several parcels change from RMD to P
5. Several parcels change from I to RMD
6. Parcel change from LM to MS
7. Several parcels change from C and MMU, to CM
8. Add all unincorporated ACFL parcels to the UGA
9. Expand UGA to include Signal Hill properties



# 2016 ANACORTES WALKS & BIKES



# 2025 **DRAFT** ACTIVE TRANSPORTATION NETWORK



Within city limits, this network map significantly reflects the **2016 Anacortes Walks and Bikes map**

Removes some links for practicality:

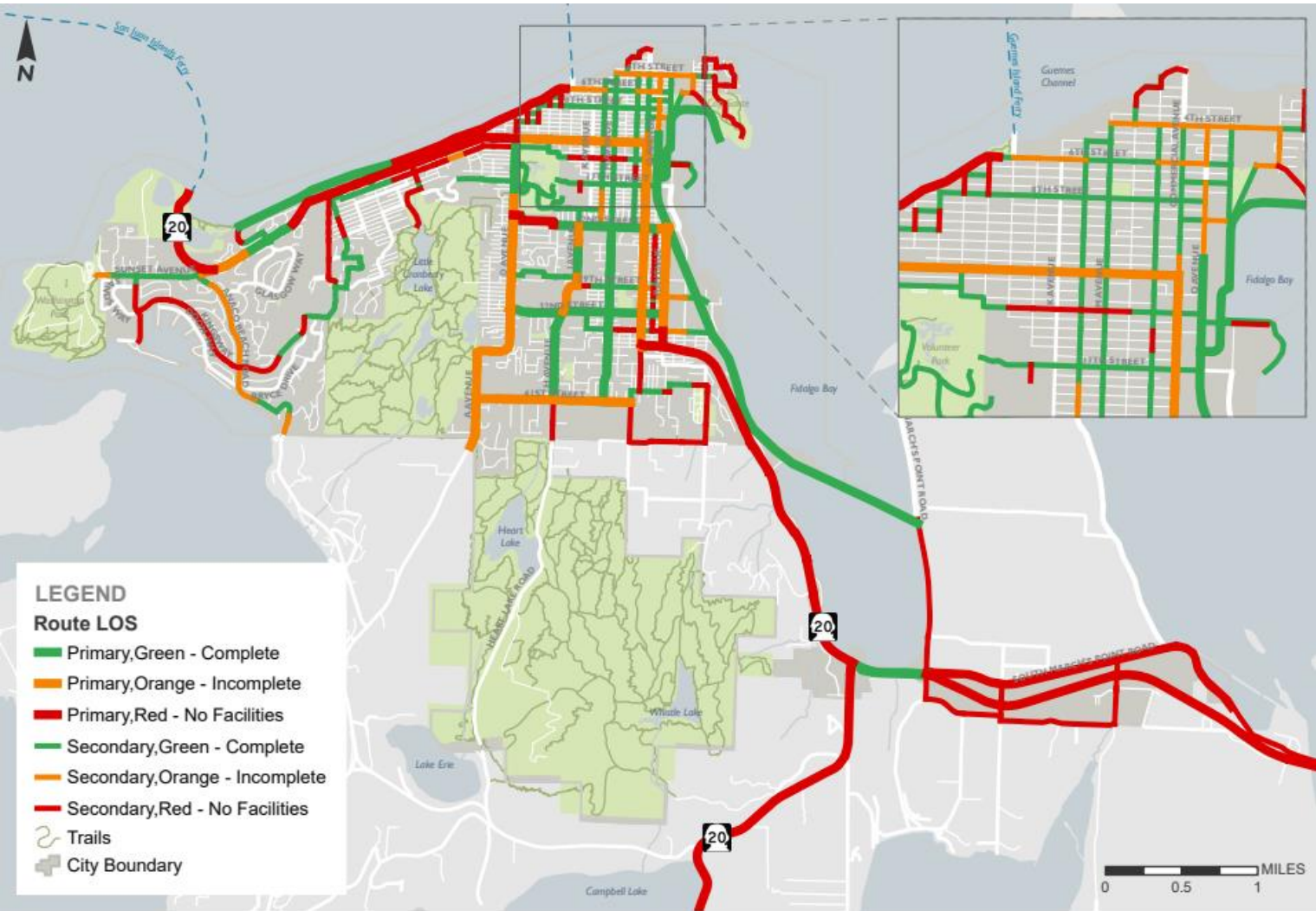
- March's Point Rd – Not in City
- Heart Lake Road – Widening not feasible
- Washington Park - Widening not feasible
- ***May require removal of other links if deemed unfeasible***

**SR 20 links = WSDOT responsibility**, but City can partner with WSDOT & County

**Primary** = Major/regional/core routes  
**Secondary** = Minor/local/resident routes



# 2025 **DRAFT** ACTIVE TRANSPORTATION LOS



**Policy T-3.6.** Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

- A **GREEN LOS** indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An **ORANGE LOS** indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.
- A **RED LOS** indicates that there are no designated active mode facilities provided and is considered inadequate.

| LOS                                                                                   | Primary Route                                  | Secondary Route                                       |
|---------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------|
|  | Meets City standards, facilities on both sides | Meets City standards, facilities on one or both sides |
|  | Facilities exist, but only on one side         | N/A                                                   |
|  | No facilities exist, does not meet standards   | No facilities exist, does not meet standards          |

# 2025 **DRAFT** ACTIVE TRANSPORTATION PROJECTS



Within city limits, this network map significantly reflects the **2016 Anacortes Walks and Bikes projects**

Removes some links for practicality:

- March's Point Rd Loop – Not in City
- Heart Lake Road – Widening not feasible
- Washington Park - Widening not feasible
- ***May require removal of other links***

**SR 20 links = WSDOT responsibility**, but City can partner with WSDOT & County

Low-cost, high-benefit bike projects:

Narrow vehicle lanes; remove on-street parking 1 side; install buffered bike lanes

Sidewalks are very expensive:

Feasible only one side of some streets; supported by crossings, where needed

Ped + Bike Projects can be on TIF List



# TRANSPORTATION GOAL & POLICY THEMES

## Recommended Amendments to 2016 Transportation Goals and Policies

### General Themes

- Minor text updates to use words for action-oriented direction
- Terminology updates to reflect best and current practice in transportation industry, such as replacing “~~non-motorized~~” with “active transportation”
- Some policies recommended for consolidation or removal
- New policies to comply with GMA, RCWs, WSDOT plans

# LANGUAGE UPDATES

## Some examples: Goal T-1 & Policy T-2.6

Action-oriented, more inclusive text

### Goal-T.1

| First Draft Proposed Policy Revision                                                                                                                                                                                                | Reasoning for Proposed Policy Change                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                  |                                                                                                                          |
| <del>Prioritize Safety. Operations, Maintenance, and Management, and Safety. As a high priority, m</del> Maintain, preserve, and operate the city's transportation system in a safe and functional state <u>for all travelers</u> . | Prioritizing implies highest importance. Safety is paramount in transportation. GMA emphasizes all travelers, all modes. |

### Policy T-2.6

|                                                                                                                                                                                                                                   |                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| <del>Utilize a non-motorized Fund and promote a citywide</del> travel awareness campaign so drivers expect <del>pedestrians and bicycles on</del> <u>to see people walking, biking, and rolling along and across</u> the roadway. | Direction to provide funding; people-oriented; more inclusive |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|

# SUGGESTED CONSOLIDATION OF POLICIES

## Example: Policy T-1.7

Consolidates 5 individual WSDOT ferry policies into one inter-related policy

T-1.7

| First Draft Proposed Policy Revision                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Reasoning for Proposed Policy Change |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |
| <b><u>Policy T-1.7. Work with the Washington State Ferry system to encourage:</u></b> <ul style="list-style-type: none"><li>a. <u>Additional transit service, walk-on ridership, and passenger-only ferry service centered in Anacortes.</u></li><li>b. <u>Replacement, modernization, and continued maintenance of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands.</u></li><li>c. <u>Restore international ferry service from Anacortes to Sidney, B.C., Canada.</u></li><li>d. <u>Continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.</u></li><li>e. <u>An Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of ferry traffic.</u></li></ul> | Consolidate all WSDOT ferry policies |

# SUGGESTED CONSOLIDATION OF POLICIES

## Example: Policy T-1.9

Consolidates 7 individual WSDOT highway policies into one inter-related policy

### T-1.9

Policy T-1.9. The City will continue to work with WSDOT to:

- a. Provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting on SR 20 Spur from Commercial Avenue to the Ferry Terminal, consistent with RCW 47.04.035 Complete Streets Principles and the 2020 WSDOT Active Transportation Plan.
- b. Complete a safety plan for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.
- c. Pursue reduction of signals by creation of grade separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road based on the WSDOT Route Development Plan titled "SR 20 to Sharpes Corner to SR 536 Safety Improvement Project" (Nov. 2003).
- d. Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.
- e. Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.
- f. Improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors.
- g. Coordinate on road maintenance issues, maintain a close relationship, and keep lines of communication open to increase the chances of successful collaboration in the future.

Rewritten to consolidate all WSDOT highway policies, but if any obsolete statements or completed projects should be deleted.

# NEW POLICIES

## Adopt new policies to comply with GMA and RCW requirements

### Policy T-2.7

Policy T-2.7 Establish a citywide Active Transportation Network (ATN) of existing and planned safe and comfortable ADA-compliant walking, biking, and rolling facilities coordinated and connected to regional pedestrian and bicycle routes.

ATN is based primarily on Anacortes Walks and Bikes maps in existing Transportation Element

### Policy T-2.20

Policy T-2.20. Strive to elevate the League of American Bicyclists certification of Anacortes as a Bronze-level Bicycle Friendly Community to a Silver- or Gold-level Bicycle Friendly Community.

City should apply for promotion by LAB as progress is made to complete the ATN.

### Policy T-3.7

Policy T-3.7. The Transit LOS Standard is based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City of Anacortes and Skagit Transit.

New Transit LOS standard to comply with GMA requirements. Mutually beneficial for City and Skagit Transit. City builds out ADA Transition Plan and Skagit Transit is more accessible, safe, and convenient to use.

# NEW POLICIES

## Adopt new policies to comply with GMA and RCW requirements

### Policy T-3.6

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                |                                                       |                                                                                                                                                                                                       |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <p><u>Policy T-3.6. Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.</u></p> <ul style="list-style-type: none"><li>• <u>A <b>GREEN LOS</b> indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.</u></li><li>• <u>An <b>ORANGE LOS</b> indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.</u></li><li>• <u>A <b>RED LOS</b> indicates that there are no designated active mode facilities provided and is considered inadequate.</u></li></ul> |                                                |                                                       | New MMLOS standard to comply with GMA requirements. Colors similar to traffic signal messaging; graphically intuitive. Applies to ATN map (presentation slides); Registered to City street standards. |  |  |
| LOS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Primary Route                                  | Secondary Route                                       |                                                                                                                                                                                                       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Meets City standards, facilities on both sides | Meets City standards, facilities on one or both sides |                                                                                                                                                                                                       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Facilities exist, but only on one side         | N/A                                                   |                                                                                                                                                                                                       |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No facilities exist, does not meet standards   | No facilities exist, does not meet standards          |                                                                                                                                                                                                       |  |  |
| <u>Active Transportation Levels of Service (LOS) Standards</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                |                                                       |                                                                                                                                                                                                       |  |  |

# NEXT STEPS

- City staff is working on other elements of the Comprehensive Plan  
Additional presentations on other elements are upcoming
- Public Open House for Comprehensive Plan  
6:00-8:00pm on October 23, 2024 at City Hall
- Public Hearing on Comprehensive Plan  
November 13, 2024 at City Hall



# Questions & Discussion



## Planning Commission Agenda Bill

**Meeting Date:** October 9, 2024

**Agenda Item:** 5.b.

**Subject:** 2025 Comprehensive Plan Update - Continued discussion of Land Use and Housing Element goal and policy amendments (time-permitting)

**Staff Contact:** LIBBY GRAGE, John Coleman

**Approved for Submittal to Commission by**

Libby Grage  
John Coleman

**Action Type**

Discussion

**Summary Statement:** At the last meeting on October 2, 2024, the Planning Commission reviewed the proposed preliminary amendments to the Land Use and Housing element goals and policies. The Commission decided to postpone or continue discussion of some of the items to a future meeting. Time-permitting, the discussion can be continued at tonight's meeting. The Planning Commission is requested to have available their packet materials from the October 2nd PC meeting.

The postponed and continued items included:

- Land Use Policy LU-6.1 regarding housing types (Attachment A, Land Use Goals and Policies Tracker)
- Table LU-1 Land Use Designations (Attachment B, Future Land Use Map and Land Use Designation Updates)
- Housing Goals H-2 through H-6 and associated policies (Attachment B, Housing Goals and Policies Tracker)

Staff will be updating this agenda packet with the information requested during the October 2nd's meeting as soon as possible.

**Background:** This item is continued from [October 2, 2024](#).

**Previous Action:** This item is continued from [October 2, 2024](#).

**Competing Viewpoints Considered:** Public comments may be sent to [CompPlan@anacorteswa.gov](mailto:CompPlan@anacorteswa.gov) any time. A public hearing for Land Use, Housing and Transportation element goal and policy amendments is scheduled for November 13, 2024.

**Recommended Motion:** N/A

**Alternative Actions:** N/A

**Attachments (listed in order presented):**

1. 20241004-Turner-PublicComment

2. 20241005-Munce-PublicComment
3. 20241001-Marvin-PublicComment

## Libby Grage

---

**From:** William Turner <bill.h.turner@gmail.com>  
**Sent:** Friday, October 4, 2024 4:27 PM  
**To:** Libby Grage  
**Subject:** 35A

\*\*\*\*\* This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. \*\*\*\*\*

Dear Libby,

Will you please forward the following email to the Planning Commission and include it on the 2025 Update webpage under Comments.

Thank you.

Dear Planning Commissioners

I followed up with the City Attorney in a phone conversation as to the authority and responsibility assigned to the Planning Commission. I thought she confirmed to me that by adopting the Optional Municipal Code decades ago the City assigned broad ranging powers and duties to the Planning Commission as set forward in RCW 35A.

You are set up as an independent agency in order that you can make recommendations to the City Council on subjects that you determine to be of long-term importance, irrespective of short term political notions of a current majority on the City Council. This contrasts with the minimal powers and duties assigned to the Planning Commission under the old statute (RCW 35) and Title 19 of the Anacortes Municipal Code.

I respectfully request that you amend your procedures to bring them into accord with State law and fully embrace your independent responsibilities.

Sincerely, Bill Turner  
Sent from my iPad

## Libby Grage

---

**From:** Ian Munce <ianmunce@gmail.com>  
**Sent:** Saturday, October 5, 2024 6:31 PM  
**To:** Libby Grage  
**Subject:** Comment Letter to Planning Commission

\*\*\*\*\* This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. \*\*\*\*\*

Libby, will you please forward the letter below to the Planning Commission and include it in the Comment Section of your 2025 webpage. Thank you. Ian

Good day, Commissioners

I watched with interest your last few meetings and appreciate that you are coming to grips with the major challenges ahead.

I acknowledge that a majority of the current City Council seeks to impose a vision that is antithetical to the wishes of their constituents. They hope to get away with this by not funding the direct mailing and neighborhood and community meetings called for in their Public Participation Plan, Resolution No. 3156. For instance, a mailer to all residents in the R2 zone setting up neighborhood meetings would readily determine if anyone wanted to have a duplex on a 6,000 square foot lot in addition to two ADUs on the same lot?

Chronic underfunding of the Planning Department is also reflected in the City's current approach to permit review. At some point I will submit a detailed audit of staffs review of a proposed short plat adjacent to my property. This audit will provide an example of what under funding planning results in. They are simply not funded to handle contradictory professional opinions, coordinate with other departments and agencies, return phone calls or emails from concerned neighbors, or monitor the applicability and enforce their own regulations. The response to this quagmire is not to permit more uses by right but to properly fund careful and thoughtful permit review with neighborhood input.

On a personal note, as Anacortes Planning Director from 1981 to 2008 I worked on hundreds of subdivisions/conditional uses and approved thousands of new home sites, usually in about 90 days (once all the technical questions had been addressed). It was contentious but highly rewarding work. You heard the current Planning Director recommend a one size fits all approach to neighborhood infill, but the essence of a conditional use process is that what is appropriate in one neighborhood may not be appropriate in another and that a few neighborhood specific conditions may make a particular proposal work better for all concerned.

Thank you.

Ian Munce

## Libby Grage

---

**From:** Cynthia Marvin <cynthia.marvin.wa@gmail.com>  
**Sent:** Tuesday, October 1, 2024 5:46 PM  
**To:** Comp Plan; Carolyn Moulton; Ryan Walters  
**Subject:** Question re: incompatible land uses

\*\*\*\*\* This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. \*\*\*\*\*

Council members and City planning staff,

I just read the letter from Council Membet Moulton about the Comprehensive Plan update and have this question:

Where is the right place and what is the right time to raise concerns about existing land use zoning conflicts?

Ever since Stabbert Marine took over the old Lovric's marina, the sometimes 24-7 industrial operations there can be very disturbing to everyone who lives from the Channel south all the way up to the 17th St bluff as sounds amplify and reverberate in this area. Deep vibrations and painfully high pitched whining from their abrasive blasting operations disturb the peace for all of us, especially sensitive infants and animals. Im told that we have no recourse under the existing zoning and noise ordinances—they can make as much noise as they want from 7am on, 7 days a week.

And Stabbert has been completely disinterested in any concerns from neighbors when politely called. Last time I called them on a summer Friday after a second full day of abrasive blasting noise to find out when we might get relief. The employee said they'd be continuing for another 3-5 days on that job, including all weekend and, clearly annoyed at the question, hung up on me.

Many folks look at noise issues from incompatible land uses based on who was there first. In this case, nearly all of the residents were. I know I researched the typical activity and noise levels from Lovric's operations and spoke to neighbors before purchasing my property in the area.

If zoning isn't the fix, this situation seems ripe to me for some reasonable noise limitations on Stabbert's operations if they are going to stay there.

Please advise on how to introduce this issue into the Comprehensive Plan process, or an alternative.

Thank you,  
Cindy Marvin

# Tentative Schedule of Planning Commission Meetings

2025 Comprehensive Plan Periodic Update topics and other business

Last updated 10/4/24

| Date (2024) | Meeting Type  | Agenda Topics                                                                                | Activity / Action                                                      |
|-------------|---------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| October 2   | SPECIAL       | Revised Growth Projections                                                                   | Presentation & discussion                                              |
|             |               | Land Use & Housing Element Goals & Policies                                                  | Continued discussion                                                   |
|             |               | <del>Housing Action Plan (HAP) strategies (Postponed)</del>                                  | <del>PC teams report out &amp; continued discussion</del>              |
| October 9   | REGULAR       | Transportation Element Goals and Policies                                                    | Presentation & discussion                                              |
|             |               | Land Use & Housing Element Goals & Policies                                                  | Continued discussion, time-permitting                                  |
| October 23  | OPEN HOUSE #2 | Open House #2                                                                                | Community Open House                                                   |
| October 30  | SPECIAL       | Permit Application - SDP-2024-0002 (Bottner dock shoreline permit)                           | Open record pre-decision hearing, PC decision                          |
|             |               | Land Use Element – Future Land Use Map (FLUM) amendments                                     | Applicant presentations & discussion                                   |
|             |               | Housing Action Plan (HAP) strategies discussion                                              | PC teams report out & discussion                                       |
| November 6  | SPECIAL       | Transportation Element Goals & Policies                                                      | Continued discussion, if needed                                        |
|             |               | Land Use Element – FLUM amendments                                                           | Continued discussion, if needed                                        |
|             |               | HAP strategies discussion                                                                    | Continued discussion, if needed                                        |
| November 13 | REGULAR       | Land Use, Housing, Transportation Element Goals & Policies<br>Future Land Use Map Amendments | <b>Public Hearing</b><br>(PC recommendation on UGA expansion requests) |
|             |               | Permit Application - SDP-2024-0005 (Port of Anacortes T-Dock)                                | Open record pre-decision hearing, PC recommendation to City Council    |
| November 20 | SPECIAL       | Only if needed. Topics to Be Determined.                                                     | To Be Determined                                                       |
| November 27 | CANCELED      | CANCELED – (night before Thanksgiving)                                                       | CANCELED                                                               |

All meetings begin at 6pm in City Hall Council Chambers – 904 6<sup>th</sup> St.

# COMMUNITY OPEN HOUSE

*Kids and families  
welcome!*

Join us to check in on the City's Comprehensive Planning Process!

**WEDNESDAY  
OCTOBER 23, 2024**

**6:00 PM - 8:00 PM**

A brief presentation  
will begin around 6:15pm

**Anacortes City Hall  
Council Chambers  
904 6th Street**

## About the open house:



Find out about how **climate change** is impacting the Anacortes community and the sources of local greenhouse gas emissions.



Learn about, and provide your feedback on, proposed updates to the goals and policies in the **Land Use, Housing, and Transportation** elements.



Learn about plans for future updates to all the Comprehensive Plan, including the **Future Land Use Map**, the **Economic Development** element and the **Capital Facilities** element.



**Converse** with city staff and project consultants, ask questions, and provide your feedback!



This Open House is for **everyone**! Kid-centered information and activities will be available. **All ages** are encouraged to attend.

BE A PART OF THE FUTURE OF ANACORTES



*2025 Comprehensive  
Plan Update*

**PLAN  
ACORTES.COM**