

CHAPTER 6 – Transportation

#	Page #	Section/Policy #	Proposed Amendments	Councilmember
1	6-4	MMLOS	Scrivener – add a period “...concurrency under GMA. It is, however...”	Galloway
2	6-4	Goal 6A	Proposed Amendment – Climate Impact Advisory Committee Provide for the <u>long-term</u> safe and efficient movement of people and goods, <u>taking into consideration mitigation of climate impacts and natural hazards</u> , by establishing and maintaining...	Galloway
3	6-6	Policy 6A-7	Question –Should incorporated and unincorporated UGAs have the same standards? (They already are for Policy 6A-8)? Proposed Amendment – Pedestrian LOS Standards on the countywide Active Transportation Network are listed below: a) Incorporated UGA: Urban standard sidewalks both sides or shared two-way multiuse pathway one side. b) Unincorporated UGA: Urban standard sidewalk one <u>both</u> sides or shared two-way multiuse pathway one side. c) Rural County: 5-foot-wide shoulder on roadway Green = Complete Network Link, meets County standards Yellow = Incomplete Network, doesn't meet County standards Red = Missing Network Link, doesn't meet County standards	Galloway
4	6-8	Planning and Design	Scrivener – should it be Chapter <u>6</u> Transportation?	Galloway

5	6-9	Policy 6B-3	<p>Proposed Amendment - add federal and tribal agencies and CIAC amendments</p> <p>“Increase the resilience of the transportation system against <u>climate impacts, natural hazards, and</u> disaster, develop prevention and recovery strategies, and plan for coordinated responses with <u>relevant federal,</u> state, regional, and local, <u>and tribal</u> agencies.”</p>	Galloway
6	6-10	Policy 6C-8	<p>Question – Would there be any need to add reference to federal transportation agencies?</p>	Galloway
7	6-10	Policy 6D-2	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>“Promote land use strategies and transportation investments that reduce single occupant vehicle trips and vehicle miles traveled while discouraging transportation <u>investments improvements</u> that would trigger development that is premature or not consistent with applicable comprehensive plans, policies, or zoning.”</p>	Galloway
8	6-11	Policy 6D-6	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>Replace Policy 6D-6 with “Locate new housing developments in urban growth areas to foster a sense of community, and provide safe, efficient transportation to community facilities and public transit nodes.”</p>	Galloway
9	6-11	Multimodal Approach	<p>Question – Do we need to add reference to air travel in intro paragraph? Given public and private airports? (Airplanes are also later referenced in policy 6E-1)</p>	Galloway
10	6-13/14	Policy 6F-4	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>Add reference to climate impacts and natural hazards.</p> <p>Galloway suggested language:</p> <ul style="list-style-type: none"> Increases public safety and resilience to climate impacts and natural hazards 	Galloway

11	6-14	Policy 6F-5	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>Update the existing (2011) Bicycle and Pedestrian Plan to be included in the Active Transportation Network (Map 6-2) improvement planning that identified and prioritizes future pedestrian and bicycle facilities. Give priority to the construction of pedestrian and bicycle facilities on streets within and between urban growth areas and rural communities where practical, <u>and not at risk from climate impacts or natural hazards</u>, and give priority to walkways and crosswalks along roadways within a one-mile radius of schools.</p>	Galloway
12	6-15	Policy 6G-2	<p>Question – how can we ensure designation of truck routes is considering nearby land uses?</p>	Galloway
13	6-15	Policy 6G-3	<p>Question – should we consider truck size and weight?</p>	Galloway
14	6-15	Intergovernmental	<p>Question – Add reference to Whatcom County Public Works? Any need to reference Federal agencies?</p>	Galloway
15	6-18	Goal 6J	<p>Proposed Amendment</p> <p>“Construction and operation of transportation systems should seek to avoid, <u>or mitigate against</u>, adverse environmental impacts, including impacts to wildlife, water quality, and to adjacent residential areas while also <u>balancing the need</u> acknowledging unavoidable (but mitigatable) impacts will likely occur in order to provide an appropriate level of service.”</p>	Galloway
16	6-20	Policy 6K-5	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>“Support multimodal use by encouraging, for example, provision of secure bicycle storage facilities at park-and-ride lots and other transit facilities, and allowing <u>providing</u> for the transporting transportation of bicycles on public transit vehicles.”</p>	Galloway

17	6-20	Policy 6K-9	<p>Question – Does rapid charging include Level 2 and Level 3? All EVs allow L2, only some allow L3. So, we may want to consider language that ensures both L2 and L3 charging is allowed.</p> <p>Proposed Amendment – strike “rapid” Encourage the development and installation of a comprehensive electric vehicle rapid charging network, including the following opportunities:</p> <ul style="list-style-type: none"> • Allow rapid charging stations in commercial parking lots and other convenient locations; • Provide a streamlined and expedited permitting process for rapid charging stations; • Provide incentives to developers, employers, and organizations that provide rapid charging stations; • Consider requirements to include infrastructure for rapid charging stations in multifamily and commercial developments; and • Pursue partnerships with Puget Sound Energy to consider voluntary development of rapid charging stations to reduce costs. 	Galloway
18	6-21	Policy 6L-3	<p>Proposed Amendment – Retain language as recommended by staff (“Adopt” rather than “Consider”)</p> <p><u>Adopt a transportation</u> Consider establishing impact fees <u>ordinance requiring new development</u> to fund a proportionate share of the costs of <u>multimodal</u> transportation system improvements that benefit and are reasonably related to new development.</p>	Galloway
19	6-21	Funding	<p>Question – There has been concern that bike/ped infrastructure improvements are contingent on funding availability (e.g. “subject to funding availability” referenced in 6A policies), yet there is nothing that dedicates any percentage of the TIP to those projects. Should we set a goal for a minimum % of TIP to fund bike/ped? How can we set multimodal/MMLOS as a priority and not adequately fund projects that help us achieve it?</p>	Galloway

20	NA	General	<p>Questions –</p> <p>Can we further discuss the strategy for building out the active transportation network and connecting county communities? How can we plan for low-stress active transportation corridors between population centers, small cities, and urban centers (as recommended by BPAC) rather than high-stress alternatives? Should we consider high-stress as complete?</p> <p>Can we review the changes to and public concern over the trail corridors?</p> <p>Should we add a policy for prioritizing projects that can use Public ROWs for developing active transportation connections?</p>	Galloway
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