

CHAPTER 6 - Transportation

#	Page	Section/Policy	Proposed Amendment	Sponsor	Meeting
1	6-4	MMLOS	<p>Scrivener – add a period</p> <p>“...concurrency under GMA. It is, however...”</p>	Galloway	<p>APPROVED TO SEND TO PC</p> <p>10/7/25 COTW</p> <p>APPROVED SCOTW 3.17.26</p>
2	6-4	Goal 6A	<p>Proposed Amendment – (from the Climate Impact Advisory Committee)</p> <p>Goal 6A: 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 multimodal level of service (MMLOS) standards for motor vehicle traffic volumes compared to roadway capacity (Maps 6-5, 6-6, and 6-10) and for Active Transportation Network (ATN) completeness (Maps 6-2, 6-7, and 6-8).</p>	Galloway	<p>APPROVED SCOTW 3.17.26</p>
3	6-6	Policy 6A-7	<p>Question –Should incorporated and unincorporated UGAs have the same standards? (They already are for Policy 6A-8)?</p> <p>Proposed Amendment –</p> <p>Policy 6A-7: Pedestrian MMLOS Standards on the countywide Active Transportation Network (Maps 6-2, 6-7, and 6-8) are listed below <u>subject to available funding; incorporate these standards into long-range capital planning and Six-Year TIP programming to achieve network completion over time subject to funding availability:</u></p> <p>a) Incorporated UGA: Urban standard sidewalks both sides or shared two-way multiuse pathway one side.</p> <p>b) Unincorporated UGA: Urban standard sidewalk <u>one-both sides</u> or shared two-way multiuse pathway one side.</p> <p>c) Rural County: 5-foot-wide shoulder on roadway</p> <p>Green = Complete Network Link, meets County standards</p> <p>Yellow = Incomplete Network, doesn't meet County standards</p> <p>Red = Missing Network Link, doesn't meet County standards</p>	Galloway	<p>APPROVED AS AMENDED SCOTW 3.17.26</p>

4	6-6	Policy 6A-8	Bicycle MMLOS Standards on the countywide Active Transportation Network (Map 6-2, 6-7, and 6-8) are listed below; subject to funding availability <u>incorporate these standards into long-range capital planning and Six-Year TIP programming to achieve network completion over time subject to funding availability:</u>	Galloway	APPROVED AS AMENDED SCOTW 3.17.26
5	6-8	Planning and Design	Scrivener – should it be Chapter <u>6</u> Transportation?	Galloway	APPROVED TO SEND TO PC 10/7/25 COTW APPROVED SCOTW 3.17.26
6	6-9	Policy 6B-3	Policy 6B-3: 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, state, regional, and local, and tribal</u> agencies.”	Galloway	APPROVED SCOTW 3.17.26
7	6-10	Policy 6C-8	Policy 6C-8: Work with WSDOT to improve highway problems caused by truck traffic on county and state roads by adding this issue to the Council of Governments work plan, lobby WSDOT officials, and considering lower speed limits and improvements during discussions in the county six-year road program. Question – Would there be any need to add reference to federal transportation agencies?	Galloway	
8	6-10	Policy 6D-2	Promote land use strategies and transportation investments that reduce single occupant vehicle trips and vehicle miles traveled while discouraging transportation investments improvements that would trigger development that is premature or not consistent with applicable comprehensive plans, policies, or zoning. - Climate Impact Advisory Committee	Galloway	APPROVED SCOTW 3.17.26
9	6-11	Policy 6D-6	Prioritize transportation investments and new housing developments to be located in urban growth areas to help provide a sense of community and safe, active transportation to community facilities and public transit nodes. 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. - Climate Impact Advisory Committee	Galloway	MOTION APPROVED TO RETAIN PLANNING COMMISSION LANGUAGE AS AMENDED SCOTW 3.17.26
10	6-11/12	Multimodal Approach	Whatcom County’s transportation facilities must accommodate a variety of transportation modes including automobiles, bicycles, pedestrians, buses, ferries, emergency vehicles, commercial	Galloway	

			<p>vehicles, and agricultural equipment. In the planning, design, and construction of these facilities, the County must balance the needs of all users in all modes, and make the improvements appropriate to the context of the area, as well as the amount of funding available.</p> <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>		
11	6-13/14	Policy 6F-4	<p>Policy 6F-4: Coordinate design and implementation of multimodal transportation system improvements with cities, WTA, local community organizations, associations, or other governing structures. Collect and use the best available data to identify, analyze, and prioritize multimodal transportation projects based on the following criteria:</p> <ul style="list-style-type: none"> • safety improvements are needed • serves a residential or relatively high density rural or urban population area • serves a location frequently traveled by seniors, children, or people with disabilities • leads to a school or is part of a school route • provides access to a recreational facility or park • functions as a key network link for the regional active transportation network • offers economic development potential for an underserved area • ease of implementation due to low cost, public ownership, or other feature • <u>increases public safety and resilience to climate impacts and natural hazards</u> <p><u>Project prioritization should utilize a transparent and publicly available scoring framework that evaluates safety benefits, network connectivity, school access, traffic/stress rating, climate resilience, and cost effectiveness. The scoring criteria and results should be published as part of the Six-Year TIP development process.</u></p> <p>- Climate Impact Advisory Committee</p>	Galloway	APPROVED SCOTW 3.17.26
12	6-14	Policy 6F-5	<p>Proposed Amendment – Climate Impact Advisory Committee</p> <p>Policy 6F-5: Update the existing (2011) Bicycle and Pedestrian Plan to be included in the Active Transportation Network (Map 6-2) improvement planning that identifies and prioritizes future pedestrian and bicycle facilities. <u>The updated plan should identify and prioritize development of low-stress active transportation corridors that provide safe and comfortable connections between urban growth areas, rural communities, schools, and major activity & transit centers.</u> Give priority to 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</u></p>	Galloway	APPROVED SCOTW 3.17.26

			<u>hazards</u> , and give priority to walkways and crosswalks along roadways within a one-mile radius of schools.		
13	6-15	New Policy 6F-9	<u>Policy 6F-9: Prioritize active transportation projects that utilize existing public rights-of-way, surplus roadway capacity, or publicly owned corridors to accelerate network completion and reduce implementation barriers.</u>	Galloway	APPROVED SCOTW 3.17.26
14	6-15	New Policy 6F-10	<u>Policy 6F-10: Develop and maintain a phased implementation strategy for achieving completion of the countywide Active Transportation Network (Map 6-2), including interim solutions where full buildout is not immediately feasible. Progress toward network completion shall be tracked and reported annually.</u>	Galloway	APPROVED SCOTW 3.17.26
15	6-15	Policy 6G-2	Policy 6G-2 Freight and Goods Transport System (See Map 6-XX) – Invest in all-weather road improvements for the countywide Freight and Goods Transportation System (FGTS). Coordinate with WSDOT to designate portions of the County road system as truck routes. Question – how can we ensure designation of truck routes is considering nearby land uses?	Galloway	
16	6-16	Policy 6G-3	“Policy 6G-3 Provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS. Question – should we consider truck size and weight?	Galloway	
17	6-16	Intergovernmental Coordination and Implementation	Transportation planning is done in a regional context, involving many agencies and jurisdictions at the federal, state, tribal, and local levels. The Whatcom Council of Governments (WCOG), the region’s Regional Transportation Planning Organization, publishes the Whatcom Transportation Plan. That plan is a combined Metropolitan and Regional Plan required by federal and state law, and was most recently adopted by the WCOG Whatcom Transportation Policy Board in 20122. It is a multimodal plan setting general policies and establishing a regional Transportation Improvement Program, while referencing the transportation plans of local jurisdictions. The seven incorporated cities of Whatcom County, as well as the Lummi Nation, each have transportation elements in their comprehensive plans. The Washington State Department of Transportation (WSDOT) owns, plans, and maintains state highways. The Whatcom Transportation Authority (WTA) and Port of Bellingham are also public entities that adopt plans influencing transportation in the region. Whatcom County Council Members are part of the WCOG’s Whatcom Transportation Policy Board and the WTA Board of Directors. The Whatcom County Health and Community Services and Parks and Recreation Departments are also a participant in transportation planning, as transportation issues affect the health and safety of the community. Question – Add reference to Whatcom County Public Works? Any need to reference Federal agencies?	Galloway	

18	6-18	Goal 6J	Construction and operation of transportation systems should seek to avoid, or mitigate against, adverse environmental impacts, including impacts to wildlife, water quality, and to adjacent residential areas while also balancing the need acknowledging unavoidable (but mitigatable) impacts will likely occur in order to provide an appropriate level of service.	Galloway	APPROVED SCOTW 3.17.26
19	6-21	Policy 6K-5	Policy 6K-5: Support multimodal use by encouraging, for example, provision of secure bicycle storage facilities at park-and-ride lots and other transit facilities, and allowing providing for the transporting transportation of bicycles on public transit vehicles. - Climate Impact Advisory Committee	Galloway	APPROVED SCOTW 3.17.26
20	6-21	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”</p> <p>Policy 6K-9: 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	APPROVED SCOTW 3.17.26
21	6-21/22	Funding of Transportation Improvements	<p>GMA requires an analysis of funding capability to judge needs against probable funding resources, and a multiyear financing plan based on the needs identified in the plan. The Capital Facilities Plan, Appendix E of this plan contains the funding analysis and the current 20-year list of transportation projects. The County also has a six-year Transportation Improvement Program, which is updated annually, and programs funding for specific projects over the next six years.</p> <p>In addition, GMA authorizes counties to impose impact fees that fund a proportionate share of transportation system improvements made necessary by planned growth. In the event that Whatcom County enacts a transportation impact fee system, it would need to identify future system improvements eligible for impact fee funding (projects that are reasonably related to and reasonably benefit the planned growth).</p>	Galloway	

			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?		
22	6-22	Policy 6L-3	Proposed Amendment – Retain language as recommended by staff (“Adopt” rather than “Consider”) Consider Adopt a transportation impact fee ordinance requiring new development to fund a proportionate share of the costs of multimodal transportation system improvements that benefit and are reasonably related to new development.	Galloway	APPROVED TO SEND TO PC 10/7/25 COTW APPROVED SCOTW 3.17.26
23	6-22	New Policy 6L-7	<u>Policy 6L-7: Allocate at least 5% of funding in the County’s Six-Year Transportation Improvement Program (TIP) be allocated to projects that advance completion of the countywide Active Transportation Network (Map 6-2), including pedestrian, bicycle, and ADA accessibility improvements. Progress toward this goal shall be reported annually in the Concurrency Report.</u>	Galloway	APPROVED AS AMENDED SCOTW 3.17.26
24	NA	General	Questions – <ul style="list-style-type: none"> • 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? • Can we review the changes to and public concern over the trail corridors? • Should we add a policy for prioritizing projects that can use Public ROWs for developing active transportation connections? 	Galloway	
25	6-23	Maps	Replace Maps 6-1 through 6-11 with updated maps from PDS that reflect the changes made to the Everson and Sumas UGA boundaries at the February 10 Council Committee of the Whole meeting.	PDS	APPROVED SCOTW 3.17.26
ADDITIONAL AMENDMENTS FOR 3/24					
26	6-7	New Policy 6A-10	<u>Policy 6A-10: Continue to evaluate using Level of Traffic Stress (LTS) as the MMLOS standard for pedestrian and bicycle facilities on the countywide Active Transportation Network, including studying the appropriate LTS for Rural County roads that form connections between population and employment centers located in UGAs and cities.</u>	Scanlon	
27	6-12	Policy 6E-2	Policy 6E-2: Ensure mobility choices for people with special needs, including people with disabilities, the elderly, the young, and low-income populations in multimodal design for all new	Scanlon	

			transportation facility improvement projects as well as roadway preservation and maintenance projects, unless physically or financially impracticable. An example would be <u>a separated facility accessible to all ages and abilities employing new striping designs following resurfacing to better accommodate all modes.</u>		
28	6-14	Policy 6F-3	Policy 6F-3: An effective bicycle and pedestrian system for Whatcom County will require facilities for both regional connectivity and local access. Regional connectivity can be defined as transportation routes connecting major activity centers, towns, and cities within the region. A good example of a regional facility would be the proposed <u>Bay to Baker Trail or the proposed Coast Millennium Trail</u> Nooksack Loop Trail or the existing bike route along Hannegan Road.	Scanlon	
29		Policy 6F-5	<u>Fund an Update</u> the existing (2011) Bicycle and Pedestrian Plan to be included in the Active Transportation Network (Map 6-2) improvement planning that identifies and prioritizes future pedestrian and bicycle facilities.	Scanlon	