



ISLAND COUNTY PLANNING COMMISSION AGENDA
January 15, 2025, at 6:00 p.m.
BOCC HEARING ROOM, ROOM 102B, 1 NE 6TH ST COUPEVILLE, WA
ONLINE VIA ZOOM

**Meeting to be held in the Board of Island County Commissioners Hearing Room,
Room 102B, 1NE 6th St., Coupeville, WA and online. Interested parties can attend or join
remotely at the link or via phone number listed below:**

Join Zoom Meeting

<https://zoom.us/j/93636892599?pwd=Y3NicFcrc203OVZBTjBUenJyc21MQT09>

Meeting ID: 936 3689 2599

Passcode: 122086

+1 253 215 8782 US (Tacoma, WA)

Meeting ID: 936 3689 2599

Passcode: 122086

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES –
4. PUBLIC COMMENT – *Submittal of written comments are encouraged prior to the day of the meeting. Public Comment may be submitted via email to PlanningCommission@IslandCountyWA.gov. Please state your name and address when giving public testimony. Public comments are limited to 3 minutes per person.*
5. DIRECTOR'S REPORT – Melanie Bacon, Chair of the Board of Island County Commissioners, will give an update to the Planning Commission to kick off 2025
6. WORKSHOP – Transpo Group will present on their work in support of the Transportation Element update for the 2025 Comprehensive Plan
7. WORKSHOP – Long Range will present their schedule for the 2025 Comprehensive Plan Update
8. ADJOURN

Please visit our website for related documents: <https://www.islandcountywa.gov/235/Planning-Commission>
The public may submit comments in writing to Planning & Community Development at 1 NE 7th St., Coupeville, WA 98239 or PlanningCommission@IslandCountyWA.gov.

MEMORANDUM

Date: January 6, 2025

To: Island County Planning Commission
Malcolm Roberts, IRTPO Transportation Planner, Public Works
Emily Neff, Assistant Director Long Range Planning

From: Chris Comeau, Transpo Group
Paul Sharman, Transpo Group

Subject: GMA Transportation Element – Draft Policy Recommendations

We look forward to the opportunity to meet with the Island County Planning Commission on January 15, 2025, regarding the 2025 Comprehensive Plan Transportation Element update. The meeting will include discussion on:

- Project overview and schedule
- Preliminary Draft Policy amendments for the Transportation Element
- Preview of Draft countywide 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, spring, and summer.

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 Island County 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 Work Overview

The Island County Transportation Element update began with a kick-off meeting between Transpo and County staff on August 29, 2024 and as of January 1, 2025, the items listed below have been completed as preliminary drafts or work is on-going:

- Regular meetings with County Public Works and Planning staff
- Review of 2016 Transportation Element
- Updated inventory of existing conditions
- WSDOT crash data documentation and safety analysis
- Collection of arterial and intersection traffic counts
- Update of Island County travel demand model
- Transportation Element goal and policy audit
- Capital Facilities Element goal and policy audit
- Recommendations for Multimodal Level of Service (MMLOS) standards
- Preliminary development of countywide Active Transportation Network (ATN)
- GIS map development for multimodal transportation and trail facilities

PRELIMINARY DRAFT POLICY REVISIONS - SUMMARY

The preliminary draft policy revisions are provided in the Planning Commission agenda packet and the focus of the preliminary draft policy changes is listed below.

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 (ATN)
- Complete Streets for County roads and State Routes
- 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 cities and counties implementing Transportation Impact Fee (TIF) ordinances to collect revenue to fund improvements to bicycle and pedestrian facilities intended for commuting.

[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 within population centers, 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
- City or County Local Road Safety Plans (WSDOT)
- City, County, or Regional Safety Action Plans (USDOT)
- Safe System Approach or other systemic safety analysis.

Island County Comprehensive Plan Update

Transportation Goals and Policies Tracker

DRAFT December 20, 2024

Planning Commission Review

Introduction

This goal and policy tracker reviews the **Transportation Element** of the 2016 Island County Comprehensive Plan in support of the 2025 periodic update.

Transpo Group is providing comments, considerations, and recommendations for updating goals and policies based on GMA, WSDOT, and IRTPO requirements.

Transportation Element

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
	Island County has developed broad goals, along with specific policies, to provide the framework for the Transportation Element. They were established through the feedback solicited at the public meetings conducted in 2014 and input from the Project Advisory Committee, the Board of Island County Commissioners and the Island County Planning Commission. The statements were developed to be consistent with the statewide goals articulated in the Washington Transportation Plan (WTP) 20351 and Island County's Countywide Planning Policies.	Island County has developed broad goals, along with specific policies, to provide the framework for the Transportation Element. They <ins>Goals and policies</ins> were established through the feedback solicited at the public meetings conducted in 2014 and input from the <ins>online public survey, Project Advisory Committee</ins> , the Board of Island County Commissioners and the Island County Planning Commission. The statements were developed to be goals and policies are consistent with the statewide goals articulated in the Washington Transportation Plan (WTP) <ins>20351 Island Regional Transportation Planning Organization (IRTPO)</ins> , and Island County's Countywide Planning Policies.	Update to 2024-2025
Goal No. 1	<i>Provide a safe, comfortable and reliable transportation system that provides adequate mobility for people, goods and services.</i>	<i>Provide a safe, comfortable and reliable transportation system that provides adequate <ins>and equitable</ins> mobility for people, goods and services.</i>	More inclusive
1.1	Base transportation investment decisions on clearly stated, rational criteria;	No changes	
1.2	Implement measures to reduce the number and severity of collisions;	Implement <ins>proven safety counter</ins> measures <ins>and crash modification factors</ins> to reduce the number and severity of collisions;	Transportation industry best practices for safety

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision	Reasoning for Proposed Policy Change
1.3	Identify and work to reduce gaps that hinder the efficient movement of people and goods;	Identify and work to reduce <u>multimodal transportation network</u> gaps that hinder the <u>safe and</u> efficient movement of people and goods;	Clarification, specificity, emphasize safety
1.4	Seek alternative solutions to mobility problems instead of high-cost capital projects;	Seek alternative <ins>Prioritize active, multimodal, and demand-management</ins> solutions to mobility and <ins>congestion</ins> problems instead of <ins>over</ins> high-cost vehicle capacity capital projects;	Favor more affordable active transportation projects and transit service over vehicle capacity expansions projects
1.5	Promote transportation facilities that provide for everybody, including people of all ages, abilities, ethnicities, incomes and neighborhoods;	No changes	
1.6	Promote alternatives to single-occupant vehicle travel such as walking, riding transit, carpooling, vanpooling, and bicycling.	No changes	
Goal No. 2	<i>Preserve prior investments in the transportation system.</i>	No changes	
2.1	Prioritize maintenance over new construction;	Prioritize <ins>timely repair, maintenance, and reallocation of street space</ins> over new construction for vehicle capacity ;	Favor more affordable active transportation projects and transit service over vehicle capacity expansions projects
2.2	Emphasize the most cost-effective solutions that meet the needs of the transportation system;	No changes	
2.3	Operate in compliance with the Standards of Good Practice established by the County Road Administration Board (CRAB);	No changes	
2.4	Follow established maintenance and repair procedures in order to reduce the long term costs of operating and maintaining the County's transportation system;	No changes	
2.5	Restrict new transportation projects that increase capacity unless the project proposal shows that sufficient revenues exist to adequately maintain both existing facilities and the proposed expansion.	Restrict new transportation projects that increase vehicle capacity unless the project proposal shows that sufficient revenues exist to adequately maintain both existing facilities and the proposed expansion.	Favor more affordable active transportation projects and transit service over vehicle capacity expansions projects
Goal No. 3	<i>Support land use development and economic vitality by providing context appropriate transportation infrastructure.</i>	Support <ins>land use development</ins> safety, mobility, and economic vitality by providing <ins>transportation infrastructure</ins> designed to be context appropriate <ins>transportation infrastructure</ins> for the context of adjacent land uses.	Clarification, specificity, focus on land use
3.1	Implement a concurrency program that supports the development of the transportation system to adequately support land use development;	Implement a concurrency program that supports the development of the multimodal transportation system to adequately support land use development;	Inclusive of all modes

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
3.2	Monitor cumulative impacts on the transportation system over time to ensure the concurrency program is meeting its objective;	<u>Annually</u> monitor cumulative impacts on the completeness of the multimodal transportation system over time to ensure the concurrency program is meeting its objective;	Regardless of peak hour traffic congestion, the transportation system will reach an ultimate vehicle capacity, beyond which mitigation should be limited to active transportation or demand-management.
3.3	Transportation infrastructure and services within urban areas should be reflective of urban design, supporting urban development; Particular attention should be given to ensuring that roadway design standards in urban areas provide a high level of connectivity and promote pedestrian circulation;	No changes	
3.4	Transportation infrastructure and services in rural areas should be consistent with rural design.	Transportation infrastructure and services in rural areas should be consistent with rural design, <u>land use context, and County funding realities</u> .	Clarification, specificity, focus on land use and funding
Goal No. 4	<i>Minimize negative environmental impacts.</i>	No changes	
4.1	Foster transportation investments that avoid negatively impacting critical areas;	<u>FosterPrioritize</u> transportation investments that avoid negatively impacting critical areas;	“Prioritize” is action-oriented; “Foster” is encouraging
4.2	Follow the County’s established best management practices for storm water runoff during construction of transportation infrastructure;	No changes	
4.3	Identify potential environmental constraints and impacts as early as possible in the conceptual design phase of new transportation projects in order to minimize costly mitigation measures and expedite the delivery of transportation services and facilities;	No changes	
4.4	Involve environmental permitting authorities as early as possible in the design and location of new transportation projects;	No changes	
4.5	Consider mitigation sequencing requirements as early as possible in the design phase to ensure that a full range of mitigation options can be considered;	No changes	
4.6	Identify opportunities to improve the natural environment.	<u>Proactively</u> identify opportunities to <u>replace road culverts to improve fish passage, wildlife habitat, and other aspects of</u> the natural environment.	Clarification, specificity, transportation-related
Goal No. 5	<i>Build strong relationships between Island County and other local and regional agencies to engage in cooperative planning of common transportation improvements.</i>	No changes	

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
5.1	Provide regular forums for both elected officials and staff to collaborate with the Washington State Department of Transportation (WSDOT), Washington State Ferries (WSF), Island Transit, Port of Coupeville, Port of South Whidbey, Naval Air Station Whidbey Island, local jurisdictions and other relevant agencies;	No changes	
5.2	Explore opportunities to collaborate and develop cost effective solutions with state, county and local organizations;	No changes	
5.3	Coordinate with adjoining jurisdictions and transit service providers to develop and provide better connections between Island County and regional employment centers;	No changes	
5.4	Public services and facilities should be accessible by all transportation modes. In particular, public services and facilities serving low income or mobility impaired citizens should be located in close proximity to transit stops and in areas with a well developed network of sidewalks and paths;	No changes	
5.5	Give particular attention to improving pedestrian, bicycle, and transit facilities in areas surrounding ferry terminals in order to facilitate a greater share of walk-on ferry passengers;	No changes	
5.6	Work with WSDOT to ensure that new development in Island County is consistent with the Concurrency Memorandum of Understanding (MOU) between Island County and WSDOT;	No changes	
5.7	Work with local and regional municipalities to identify future transportation corridors and plan transportation needs based on planned land use within Urban Growth Areas (UGAs).	Work with local and regional municipalities to identify <u>future</u> <u>planned</u> <u>active</u> <u>transportation</u> <u>networks</u> <u>and</u> <u>multimodal</u> transportation corridors and plan transportation needs based on <u>planned</u> land use <u>plans</u> within Urban Growth Areas (UGAs).	“planned” implies intent pending funds available; “future” implies certainty absent funding
Goal No. 6	<i>Promote physical activity by expanding options for active transportation modes.</i>	<i>Promote <u>safety</u>, <u>physical activity</u>, <u>and</u> <u>public health</u> by expanding options for active transportation modes.</i>	Clarification, specificity
6.1	Promote coordination between jurisdictions in the planning and implementation of bicycle, transit, pedestrian and other alternative transportation facilities to establish continuous networks that support healthy communities;	Promote coordination between jurisdictions in the planning and implementation of bicycle, transit, pedestrian and other <u>alternative</u> <u>active</u> transportation facilities to establish continuous networks that support healthy communities;	“alternative” implies inferior choice/mode and promotes vehicle travel as the default mode of choice

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change												
6.2	Install paved shoulders on County arterial and collector roadways where feasible;	Install <u>and maintain 6-foot wide</u> paved shoulders on County arterial and collector roadways where feasible;	Clarification, specificity												
6.3	New projects in NMUGAs will be designed and constructed considering pedestrian facilities;	New projects in NMUGAs will be designed and constructed considering <u>ADA, pedestrian, bicycle, facilities, as well as bus stop amenities, where transit service exists;</u>	Clarification, specificity, and more inclusive												
6.4	Promote connections between modes of transportation at public transit facilities;	Promote <u>ADA upgrades and</u> connections between modes of transportation at public transit facilities;	More inclusive												
6.5	Promote a connected system of multi-use paths to encourage active transportation, recreation and physical activity;	No changes													
6.6	Promote public beaches for human-powered water craft access;	No changes													
6.7	Encourage innovative and cooperative approaches among public agencies and private parties to provide recreation opportunities and public access;	No changes													
6.8	Encourage linkage of parks, recreation areas and shoreline public access points with linear systems, such as hiking trails, bicycle routes, and scenic drives.	No changes													
6.9	New policy	Vehicle LOS standards for County arterials are: Roadway LOS D in rural areas and Roadway LOS E in incorporated and unincorporated UGAs.	Adoption of vehicle LOS standards required by GMA												
6.10	New policy	<u>Pedestrian LOS Standards on the countywide Active Transportation Network are listed below:</u> <u>a) Incorporated UGA: Urban standard sidewalks both sides or shared two-way multiuse pathway one side.</u> <u>b) Unincorporated UGA: Urban standard sidewalk one side or shared two-way multiuse pathway one side.</u> <u>c) Rural County: = or > 5-foot-wide shoulder on roadway</u> <u>Green = Complete Network Link, meets County standards</u> <u>Yellow = Incomplete Network, doesn't meet County standards</u> <u>Red = Missing Network Link, doesn't meet County standards</u> <table border="1" data-bbox="1472 1607 2297 1877"> <thead> <tr> <th data-bbox="1472 1607 1635 1649">LOS</th> <th data-bbox="1635 1607 1961 1649">Primary Route</th> <th data-bbox="1961 1607 2297 1649">Secondary Route</th> </tr> </thead> <tbody> <tr> <td data-bbox="1472 1649 1635 1712"></td> <td data-bbox="1635 1649 1961 1712">Meets City standards, facilities on both sides</td> <td data-bbox="1961 1649 2297 1712">Meets City standards, facilities on one or both sides</td> </tr> <tr> <td data-bbox="1472 1712 1635 1776"></td> <td data-bbox="1635 1712 1961 1776">Facilities exist, but only on one side</td> <td data-bbox="1961 1712 2297 1776">N/A</td> </tr> <tr> <td data-bbox="1472 1776 1635 1877"></td> <td data-bbox="1635 1776 1961 1877">No facilities exist, does not meet standards</td> <td data-bbox="1961 1776 2297 1877">No facilities exist, does not meet standards</td> </tr> </tbody> </table>	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	Adoption of Multimodal LOS standards required by GMA
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	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													
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Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change												
6.11	New policy	<p>Bicycle LOS Standards on the countywide Active Transportation Network are listed below:</p> <p>a) Incorporated UGA: Urban standard marked bike lanes both sides or shared two-way multiuse pathway one side.</p> <p>b) Unincorporated UGA: Urban standard marked bike lanes both sides 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> <table border="1" data-bbox="1462 792 2288 1047"> <thead> <tr> <th data-bbox="1462 792 1592 836">LOS</th><th data-bbox="1592 792 1919 836">Primary Route</th><th data-bbox="1919 792 2288 836">Secondary Route</th></tr> </thead> <tbody> <tr> <td data-bbox="1462 836 1592 899"></td><td data-bbox="1592 836 1919 899">Meets City standards, facilities on both sides</td><td data-bbox="1919 836 2288 899">Meets City standards, facilities on one or both sides</td></tr> <tr> <td data-bbox="1462 899 1592 963"></td><td data-bbox="1592 899 1919 963">Facilities exist, but only on one side</td><td data-bbox="1919 899 2288 963">N/A</td></tr> <tr> <td data-bbox="1462 963 1592 1047"></td><td data-bbox="1592 963 1919 1047">No facilities exist, does not meet standards</td><td data-bbox="1919 963 2288 1047">No facilities exist, does not meet standards</td></tr> </tbody> </table>	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	Adoption of Multimodal LOS standards required by GMA
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6.12	New policy	<p>The Transit LOS Standard is based on ADA accessibility of WTA transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all WTA bus stops provides mutual benefit to Whatcom County and WTA.</p> <p>Green = ADA Compliant Pedestrian Connection to Transit Stop</p> <p>Yellow = Non-compliant Pedestrian Connection to Transit Stop</p> <p>Red = Missing Pedestrian Connection to Transit Stop</p>	Adoption of Multimodal LOS standards required by GMA												
6.13	New policy	<p>Active Transportation LOS and Transit LOS standards will be documented each year in the Island County Annual Report on the Capacity and LOS of Capital Facilities described in Capital Facilities Element Policy CF 5.5.1.</p>	Cross reference to requirements in Capital Facilities Element												

Capital Facilities Goals and Policies Tracker

DRAFT December 20, 2024

Planning Commission Review

Introduction

This goal and policy tracker reviews the **Capital Facilities Element** of the 2016 Island County Comprehensive Plan in support of the 2025 periodic update.

Transpo Group is providing comments, considerations, and recommendations for updating goals and policies based on GMA, WSDOT, and IRTPO requirements.

Capital Facilities Element Section 10.5 Goals and Policies

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
Level of Service			
Goal 1	Establish Level of Service (LOS) Standards for each type of capital facility and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations and to repair or replace existing capital facilities.		
CF 1.1.	The County's adopted LOS Standards for Categories A and B capital facilities are as follows:		
CF 1.1.1.	Category A. The LOS Standards of each type of capital facility in Category A, as defined above, shall apply to development permits issued by the County after the effective date of implementation of this Element, as described in CF 3.3, the County's annual budget, the County's Capital Improvements Program, and other Elements of this Comprehensive Plan.		
CF 1.1.2.	Category B. The LOS Standards of each type of capital facility in Category B, as defined above, shall apply to development permits issued by the County after the effective date of implementation of this Element, as described in CF 3.3, and other Elements of this Comprehensive Plan. Category B capital facilities are provided by entities other than Island County, therefore the LOS Standards shall not apply to the County's annual budget or the County's Capital Improvements Program.		
CF 1.1.3.	Categories C and D. The LOS Standards for those capital facilities in Categories C and D, as defined above, that are required to be found adequate pursuant to RCW 58.17 or required to be found adequate		

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
	for building permits, shall apply to development permits issued by the County, as applicable.		
CF 1.2.	The LOS Standards for capital facilities shall be as follows. The County recognizes that the methodology used to determine the LOS Standards for capital facilities may need to be revisited and adjusted with future updates to this element. These standards apply to the unincorporated area of the County. Municipalities may establish different LOS Standards.		
CF 1.2.1.	Category A Capital Facilities		
CF 1.2.1.1.	County Roads (rural arterials & transit routes): See the Transportation Element		
CF 1.2.1.2.	County Roads (urban arterials & transit routes): See the Transportation Element		
CF 1.2.1.3.	County Arterial/Transit Route Intersections: See the Transportation Element		May want to reconsider this one to eliminate transit part
CF 1.2.2.	Category B Capital Facilities		
CF 1.2.2.1.	City and Town Arterials/Transit Routes/Their Intersections: As specified in the CFE of the city/town.		
CF 1.2.3.	Category C Capital Facilities		
CF 1.2.3.6.	Trails: 0.5 miles per 1,000 population in the unincorporated area		
CF 1.2.3.7.	Community Parks: 3.5 acres per 1,000 population in the unincorporated area		
<i>New Policy</i>			
<u>CF 1.2.4.8.</u>		<u>Countywide Active Transportation Network: See the Transportation Element</u>	GMA requirement; HB 1181
<u>CF 1.2.4.8.1</u>		<u>Active Transportation LOS is not included in the concurrency requirements for development permit review but is required to be included in the Annual Report on the Capacity and LOS of Capital Facilities described in CF 5.5.1.</u>	This is not an equation or demand-based LOS measure, but is based on connectivity, safety, comfort, and equity, all of which vary by location. The Annual Report will establish current ATN degree of completeness and will help to identify opportunities for ATN investment.
<u>CF 1.2.4.9.</u>	Stormwater Management Systems:	<u>Renumber 1.2.3.8. to 1.2.3.9.</u>	
<u>CF 1.2.3.9.1.</u>		<u>Renumber 1.2.3.8. to 1.2.3.9.1.</u>	
<u>CF 1.2.3.9.2.</u>		<u>Renumber 1.2.3.8. to 1.2.3.9.2.</u>	
CF 1.2.4.	Category D Capital Facilities		
CF 1.2.4.5.	State Transportation Facilities		

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
CF 1.2.4.5.1.	Regional Facilities: As adopted by Island Regional Transportation Planning Organization (IRTPPO)		
CF 1.2.4.5.2.	State-wide Facilities: As adopted by WSDOT/Legislature		
CF 1.2.4.5.3.	Ferry: As adopted by WSDOT/Legislature		



Island County Planning and Community Development

*Jonathan Lange, AICP, CFM
Director*

Physical Address: 1 NE 6th St, Coupeville, WA 98239 Mailing Address: 1 NE 7th St, Coupeville, WA 98239
Ph: Whidbey 360-679-7339 | Camano 360-387-3443 | Fax: 360-679-7306
Email: PlanningDept@islandcountywa.gov | <https://www.islandcountywa.gov/207/Planning-Community-Development>

~MEMORANDUM~

TO: **Island County Planning Commissioners**

FROM: **Emily Neff, Long Range Planning
Island County Planning & Community Development**

DATE: **January 6, 2024**

SUBJECT: **Planning Commission Meeting January 15, 2025**

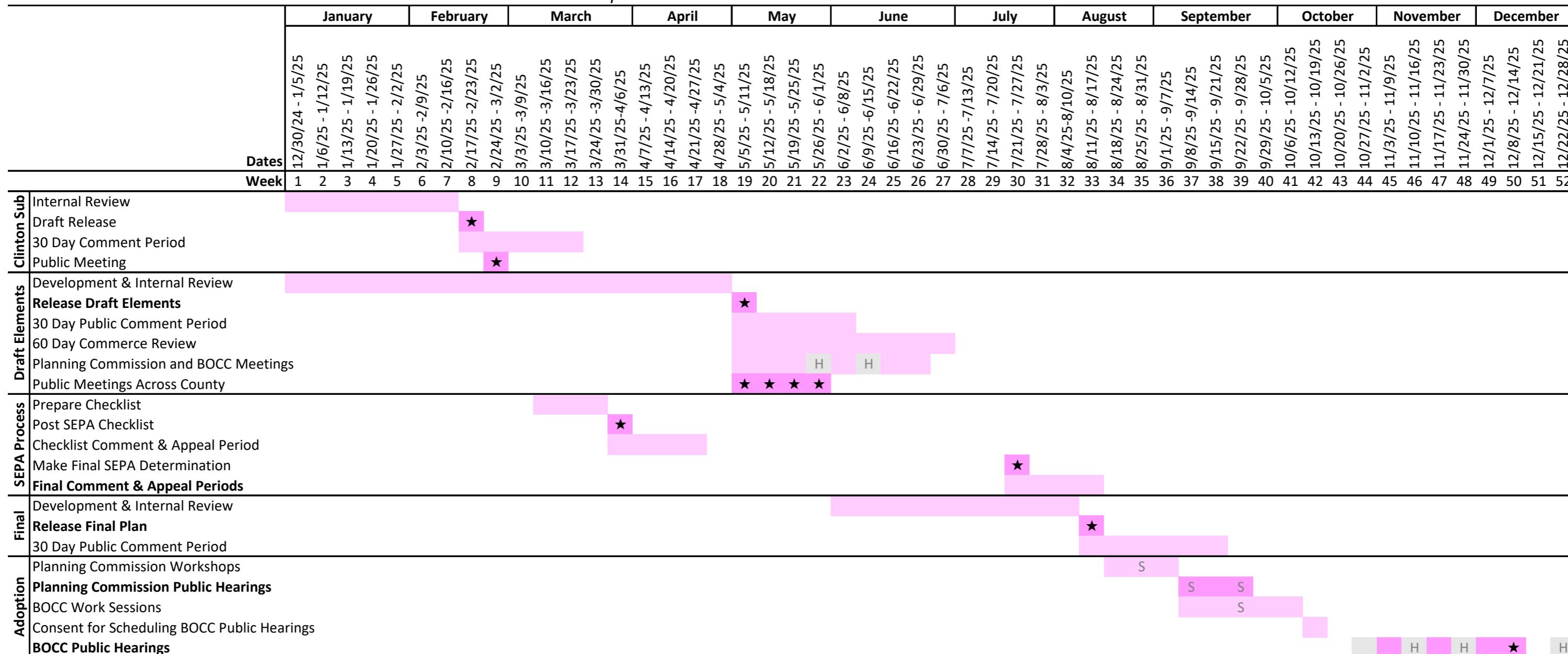
Long Range Planning will be presenting on the timeline for updating the Comprehensive Plan in 2025. This timeline includes the draft and final release schedule, public meetings, and public hearings at both the Board and Planning Commission.

Attachments:

- Gantt Release Schedule

For more information, please contact:
Emily Neff (360) 678-7807 or e.neff@islandcountywa.gov

2025 Comprehensive Plan Schedule DRAFT - SUBJECT TO CHANGE



S = Special Session

H=Holiday

Anticipated Key Milestones (subject to change)

- May 7 - Release of Draft Elements
- May 7 to June 5 - Public Comment Period on Draft Elements
- Aug. 13 - Release of Final Elements
- Aug. 13 to Sept. 11 - Public Comment Period on Final Elements
- Sept. 10, 17 and 24 - Planning Commission Public Hearings on Final Elements
- Nov. 4, 18, and Dec. 2 - BOCC Public Hearings on Final Elements
- Dec. 9 - BOCC Adoption