

# Burlington Comprehensive Plan Update

## Active Transportation & Safety Goals and Policies Tracker

DRAFT January 17, 2025

For internal City staff review by January 31, 2025

### Introduction

This goal and policy tracker reviews the **Transportation Element** of the 2023 Burlington Comprehensive Plan in support of the 2025 periodic update. **Transpo Group** is providing comments, considerations, and recommendations for updating goals and policies.

### Transportation Element

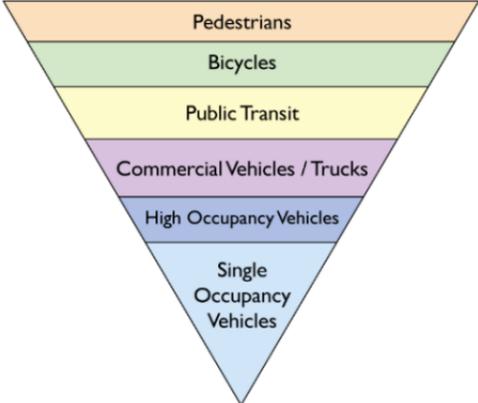
Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
<b>8.7 Goals and Policies</b>	The following goals and policies are intended to ensure the City’s future transportation needs are met and to ensure a high level of coordination between the transportation planning and the other elements of the Comprehensive Plan, particularly the Land Use Element. The bold headings below identify the City’s transportation goals. Each goal is followed by a list of policies. The goals describe <i>what</i> the City is trying to achieve, while the policies describe <i>how</i> the goals will be achieved.	The following goals and policies are intended to ensure the City’s future <b>multimodal</b> transportation needs are met and to ensure a high level of coordination between the transportation planning and the other elements of the Comprehensive Plan, particularly the Land Use <b>and Housing Elements</b> . The bold headings below identify the City’s transportation goals. Each goal is followed by a list of policies. The goals describe <i>what</i> the City is trying to achieve, while the policies describe <i>how</i> the goals will be achieved.	More inclusive
<b>Goals and Policies</b>			
<b>8.7.1 Access and Resilience</b>	Past development practices, particularly along Burlington Boulevard, have resulted in a disconnected street network, created isolated parcels with limited access, and reduced the number of potential routes. In order to facilitate infill and redevelopment, it will be necessary to build a finer grained and more robust street network. Over the next 20 years new corridors will be established parallel to Burlington Boulevard, an additional east-west railroad crossing will be constructed, and average block lengths will be reduced. The transportation needs of the City’s residents and businesses will be met by providing additional flexibility and choices, without promoting any one mode to the detriment of another.	Past development practices, particularly along Burlington Boulevard, have resulted in a disconnected <b>and auto-dominated</b> street network, created isolated parcels with limited access, and reduced the number of potential <b>future</b> routes. <b>In order to To facilitate the infill and redevelopment proposed in the land use and housing elements, it will be necessary to build the City should explore the feasibility of funding and constructing</b> a finer grained and more robust <b>multimodal</b> street network. Over the next 20 years, <b>the City new corridors will be established consider new multimodal corridors</b> parallel to Burlington Boulevard, <b>installation of ADA-compliant pedestrian crossings, opportunities for reducing average block lengths, and</b> an additional east-west railroad crossing <b>will be constructed, and average block lengths will be reduced</b> . The transportation needs of the City’s residents and businesses will be met by providing	Emphasis on transforming street network from auto-oriented to people-oriented and considering feasibility and cost of building new streets before committing to that strategy. It may be safer and more feasible to establish an active transportation network of trails and multiuse pathways, which require less public right-of-way and cost.

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
		additional flexibility and choices, without promoting any one mode to the detriment of another.	
1.	<p>Improve the redundancy of the City’s arterial street network and provide quicker access to areas that are cutoff by physical barriers by considering the following strategies:</p> <ul style="list-style-type: none"> <li>a. In addition to Burlington Boulevard, establish one or more continuous route north-south routes from Highway 20 to Whitmarsh Rd.</li> <li>b. Establish a new grade separated crossing on the north-south BNSF right-of-way for the purpose of connecting South Spruce Street to South Anacortes Street.</li> <li>c. Pursue opportunities to work with BNSF and other agencies to create additional grade separated crossings, crossing improvements, and quiet zones.</li> </ul>	<p>Improve the redundancy of the City’s arterial street network and provide quicker access to areas that are cutoff by physical barriers by considering the following strategies:</p> <ul style="list-style-type: none"> <li>a. <del>Conduct a study to determine the feasibility and cost of In addition to Burlington Boulevard,</del> establishing one or more continuous route north-south <u>arterial street</u> routes from Highway 20 to Whitmarsh Rd. <u>, in addition to Burlington Boulevard, compared to non-auto options to create multimodal connectivity throughout the City.</u></li> <li>b. <u>Establish Pursue funding and construction for</u> a new grade-separated crossing on the north-south BNSF right-of-way for the purpose of connecting South Spruce Street to South Anacortes Street.</li> <li>c. Pursue opportunities to work with BNSF and other agencies to create additional grade separated crossings, crossing improvements, and quiet zones.</li> </ul>	<p>Similar to above. Need to understand feasibility and challenges before committing to a specific strategy. It may be far more cost-effective, less auto-intensive, and consistent with land use/housing goals to plan a network of pathways instead of streets.</p> <p>The railroad crossing is 100% contingent on availability of outside grant funding at a very significant amount. Better to “pursue” funds before creating a public expectation that cannot e met.</p>
2.	<p>Establish and maintain a fully interconnected street system with a dense network of streets intersecting at regular, and frequent, intervals. Dead end streets cul-de-sacs, looping roads, isolated development sites, and disconnected street patterns should be avoided and eliminated when possible. New developments should be fully connected to the City’s street network and should be designed to facilitate the development of adjacent parcels and allow for the logical and orderly extension of streets, sidewalks, and paths with the overall objective of minimizing required travel distances.</p>	<p>Establish and maintain a fully interconnected street system with a dense network of streets intersecting at regular, and frequent, intervals <u>by considering the following strategies:</u></p> <ul style="list-style-type: none"> <li><u>a.</u> Dead end streets cul-de-sacs, looping roads, isolated development sites, and disconnected street patterns should be avoided and eliminated when possible.</li> <li><u>b.</u> New developments should be fully connected to the City’s street network and should be designed to facilitate the development of adjacent parcels and allow for the logical and orderly extension of streets, sidewalks, and paths with the overall objective of minimizing required travel distances.</li> </ul>	<p>Reorganized to make each point of emphasis clear.</p>
3.	<p>Controlled intersections, with pedestrian crossings, should be provided at intervals of 600 feet, or less, along principal arterials.</p>	<p>No changes</p>	
<del>4.</del>	<p>Conduct a study to assess how well connected the City’s street network is, identify potential improvements, and prioritize future investments.</p>	<p><del>Conduct a study to assess how well connected the City’s street network is, identify potential improvements, and prioritize future investments.</del></p>	<p>Delete: This is the purpose of the Transportation Element.</p>
<del>5.</del> 4.	<p>Adopt sidewalk requirements that ensure sidewalks are free from obstructions and adequately sized based on traffic volumes and speeds, anticipated levels of use, and urban design considerations.</p>	<p>Adopt <del>ADA-compliant</del> sidewalk requirements <del>that to ensure that</del> sidewalks are free from obstructions and adequately sized</p>	<p>GMA requires ADA Transition plans, active transportation oriented to infill to make land uses more walkable and people-oriented.</p>

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
		based on <u>land use context</u> , traffic volumes and speeds, anticipated levels of use, and urban design considerations.	
6. 5.	Work with rail operator and state and federal agencies to reduce wait times and blockages associated with train traffic, and consider grade separation and crossing improvements.	No changes	
7. 6.	Ensure adequate provisions are made for freight and deliveries: <ul style="list-style-type: none"> <li>a. Ensure new commercial and industrial developments incorporate design features to accommodate freight handling and deliveries and reduce conflicts between general traffic and trucks.</li> <li>b. Preserve or expand the current supply of industrially zoned land along rail lines to accommodate existing and future developments that rely on, or benefit from, rail access.</li> <li>c. Design standards and code requirements for land designated CI on the Comprehensive Plan Map should reflect the needs of freight access, commercial vehicles traffic, and industrial development.</li> </ul>	No changes	
8. 7.	Consider the need of those who are dependent on cars for transportation, including families with young children, people with disabilities, and those who have difficulty getting around by providing conveniently located parking spaces at parks and public facilities, and by providing ADA accessible curb parking at regular intervals in the City’s downtown.	No changes	
9. 8.	Manage the City’s publicly owned parking supply in downtown Burlington more efficiently by installing short term loading and drop off spaces at convenient intervals.	Manage the City’s publicly owned parking supply in downtown Burlington more efficiently by <u>considering the following strategies</u> : <ul style="list-style-type: none"> <li>a. Installing short term loading and drop off spaces at convenient intervals.</li> <li>b. <u>Work with business owners to discourage employee use of public parking spaces.</u></li> <li>c. <u>Work with business owners to encourage knowledge, promotion, and support of Skagit Transit service.</u></li> <li>d. <u>Work with business owners and advocacy groups to install secure bicycle storage racks and promote walking and biking to downtown attractions.</u></li> </ul>	Expanded with strategies to: <ul style="list-style-type: none"> <li>• Reduce parking demand from employees to increase supply for public/customers (this is a common problem in downtown areas without paid parking).</li> <li>• Encourage/support transit use</li> <li>• Encourage support active transportation</li> </ul>
8.7.2 <b>Internal Consistency</b>	Most of the City’s future population and employment growth will be accommodated through infill and redevelopment and a large share of this growth will be concentrated along the Burlington Boulevard	<del>Most of the City’s future population and employment growth will be accommodated through infill and redevelopment and a large share of this growth will be concentrated along the Burlington</del>	Rewritten to emphasize purpose of actions

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
	corridor. This pattern of development is intended to reduce travel distances and improve the convenience of walking and transit use by increasing the number of people living near stores, restaurants, and services. In order to support this pattern of development the City will ensure all transportation related plans and expenditures are consistent with the Comprehensive Plan.	<del>Boulevard corridor. This pattern of development is intended to reduce travel distances and improve the convenience of walking and transit use by increasing the number of people living near stores, restaurants, and services. In order to support this pattern of development the City will ensure all transportation related plans and expenditures are consistent with the Comprehensive Plan.</del> <u>The City will ensure that transportation plans and investments are consistent with the land use and housing elements of the Comprehensive Plan with a focus on infill and mixed-use development to support active transportation and transit, as well as reductions of vehicle miles traveled and greenhouse gas emissions, while accommodating community growth.</u>	
1.	The Capital Improvement Plan (CIP) and Transportation Improvement Plan (TIP) shall be consistent with the Comprehensive Plan and shall be reviewed annually by the Planning Commission for internal consistency and consistency with the Comprehensive Plan.	No changes	
2.	The City’s Comprehensive Plan, CIP, and TIP, and the Skagit Regional Transportation Plan shall be consistent with one another.	No changes	
3.	Consistent with RCW 36.70A.070.(6)(c) Skagit Transit (SKAT) should work with the Skagit Council of Governments (SCOG) and Skagit Regional Transportation Planning Organization to ensure its Six-Year Transit Development Plans, capital expenditures, and service levels are consistent with the comprehensive plans adopted by the cities in Skagit County. Skat should work with other agencies and jurisdictions in Skagit County to develop regionally coordinated level of services standards that support urban development in established urban growth areas.	Consistent with RCW 36.70A.070.(6)(c) Skagit Transit (SKAT) should work with the Skagit Council of Governments (SCOG) <del>and Skagit</del> , <u>which is the</u> Regional Transportation Planning Organization (RTPO) to ensure its Six-Year Transit Development Plans, capital expenditures, and service levels are consistent with the comprehensive plans adopted by the cities in Skagit County. <del>Skat</del> <u>SKAT</u> should work with other agencies and jurisdictions in Skagit County to develop regionally coordinated level of services standards that support urban development in established urban growth areas.	
4.	Develop design specifications and cross section detail for different street classifications and segments. All subsequent public and private street improvements shall be consistent with the adopted standards and specifications.	No changes	
5.	Consistent with RCW 36.70A.103 and RCW 36.70A.070.(6)(c) State Agencies, including WSDOT, shall ensure their plans, capital expenditures, and actions are consistent with the Burlington Comprehensive Plan.	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
<b>8.7.3 <u>Transportation Demand Management</u></b>	New road capacity and infrastructure is extremely expensive. Future transportation expenditures will be minimized by reducing travel distances, making it possible to accomplish multiple tasks in one trip, and by shifting demand to less costly and more efficient modes. By 2036 the number of vehicle miles traveled, on a per capita basis, will be reduced by 30 percent, 14 percent of workers will commute by walking, bicycling, or riding transit, and five percent of the City’s residents work from home.	New road capacity and infrastructure is extremely expensive. Future transportation expenditures will be minimized by reducing travel distances, making it possible to accomplish multiple tasks in one trip, and by shifting demand to less costly and more efficient modes. By <del>2036</del> <u>2045</u> the number of vehicle miles traveled <u>and greenhouse gas emissions</u> , on a per capita basis, will be reduced <del>by 30 percent, 14 percent of</del> <u>and a higher percentage of local</u> workers will commute by walking, bicycling, <del>or</del> riding transit, <del>and five percent of the City’s residents</del> <u>or</u> work from home.	Committing to specific percentages for mode shift, VMT, GHG, or collision changes can result in public expectations that cannot be met. Better to clearly and simply state intent.
1.	Improve convenience and reduce trip lengths by permitting and encouraging intensive mixed-use, residential, and commercial uses in the Commercial Core, Northern Gateway, and Downtown growth areas. Special consideration should be given to authorizing the construction of infill housing, such as townhomes, duplexes, and small lot development within walking distance of commercial areas.	No changes	
2.	Encourage more trips to be made on foot or by bicycle by taking the following actions: a. Provide sidewalks along both sides of streets and install pedestrian crossings at regular intervals; b. Ensure new development includes direct and convenient pedestrian connections; c. Enhance pedestrian amenities, such as wider sidewalks, landscaping, and additional lighting, should be provided in the City’s most important commercial corridors where high volumes of pedestrian traffic are expected or encouraged; d. Develop and implement a wayfinding and signage program that identifies the location of multi-use paths, bicycle lanes, public facilities, parks, schools, and transit routes. e. Provide bicycle racks or storage facilities at public facilities such as schools, municipal offices, and parks, Bicycle racks and storage facilities shall also be required for large commercial and residential developments.	Encourage more trips to be made <del>on foot or by bicycle by walking, biking, rolling, riding transit</del> by taking the following actions: a. Provide <del>and maintain</del> sidewalks <del>of adequate width</del> along both sides of streets and install <del>ADA-compliant curb ramps and</del> pedestrian crossings at regular intervals; b. Ensure <del>that</del> new development includes direct, <del>and</del> convenient, <del>and ADA-compliant</del> pedestrian connections; c. Enhance pedestrian amenities, such as wider sidewalks, landscaping, and additional lighting, should be provided in the City’s most important commercial corridors where high volumes of pedestrian traffic are expected or encouraged; d. Develop and implement <del>an active transportation</del> wayfinding and signage program that identifies the location of multi-use paths, bicycle lanes, public facilities, parks, schools, and transit routes. e. Provide bicycle racks or storage facilities at public facilities such as schools, municipal offices, and parks, Bicycle racks and storage facilities shall also be required for large commercial and residential developments.	Current terminology; ADA requirements

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.	Work with Skagit Transit to improve service along the Burlington Boulevard corridor, establish minimum levels of transit service based on vehicle headways, and implement passenger counts based on jurisdiction and route segments. Transit service along high performing urban routes should be prioritized over low performing rural routes.	Work with Skagit Transit to improve <u>transit</u> service along the <u>entire</u> Burlington Boulevard corridor, <u>establish encourage and support</u> minimum levels of transit service based on <u>vehicle transit bus</u> headways, and <u>encourage Skagit Transit to collect implement</u> passenger counts <u>based on in each</u> jurisdiction <u>served</u> and <u>by</u> route segments. Transit service along high performing urban routes should be prioritized over low performing rural routes.	City is not transit provide so must 'work with, encourage, support, etc.
4.	Provide for the safe movement of pedestrians and bicycles along the SR-20 corridor.	<u>Identify active transportation improvements and work with WSDOT to</u> provide for the safe movement of pedestrians and bicycles along the SR-20 corridor, <u>consistent with RCW 47.04.035 Complete Streets Principals and the 2020 WSDOT Active Transportation Plan.</u>	WSDOT is required to include active transportation improvements on SR 20 for any work > \$500,000 in future
5.	New Policy	<p><u>Emphasize the safety needs of vulnerable road users in planning and funding transportation improvement projects by promoting transportation mode priorities as follows:</u></p> <ul style="list-style-type: none"> <li>A. <u>Pedestrian</u></li> <li>B. <u>Bicycle</u></li> <li>C. <u>Transit</u></li> <li>D. <u>Freight</u></li> <li>E. <u>Carpool</u></li> <li>F. <u>Single Occupant Vehicle</u></li> </ul> 	Establishes safety priority by degree of vulnerability
6.	New Policy	<u>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>	New MMLOS standard to comply with GMA requirements. Colors similar to traffic signal messaging; graphically intuitive. Applies to ATN map; Registered to City street standards.

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												
		<p><b>Active Transportation Levels of Service (LOS) Standards</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• An <b>ORANGE LOS</b> indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.</li> <li>• A <b>RED LOS</b> indicates that there are no designated active mode facilities provided and is considered inadequate.</li> </ul> <table border="1" data-bbox="1407 751 2184 995"> <thead> <tr> <th>LOS</th> <th>Primary Route</th> <th>Secondary Route</th> </tr> </thead> <tbody> <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> </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	
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													
7.	New Policy	<u>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>	New Transit LOS standard to comply with GMA requirements. Mutually beneficial for City and Skagit Transit. City builds out ADA Transition Plan using bus stops as a priority and Skagit Transit becomes more accessible, safe, and convenient to use.												
8.	New Policy	<u>Complete an 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.</u>	ADA Transition Plan required now required by GMA												
<b>8.7.4 Health and Safety</b>	A large number of people are injured or killed in transportation related accidents each year and lack of physical activity is a significant contributor to heart disease, obesity, diabetes, and other conditions. Changes to the transportation system can reduce the probability of serious accidents and improve public health. By 2036 the number of people who engage in physically active transportation, such as walking or bicycling, will be increased, a larger percentage of the City's	A large number of people are injured or killed in transportation related <b>accidents crashes</b> each year and, <b>increasingly, the most vulnerable road users are at the highest risk. Research shows that a</b> lack of physical activity is <b>often</b> a significant contributor to heart disease, obesity, diabetes, and other <b>poor health</b> conditions. <b>Changes Active transportation and safety improvements</b> to the transportation system can reduce the	Current terminology; emphasis on vulnerable users.												

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
	population will live within walking distance of a school or park, and the number of serious accidents will be reduced.	probability of serious accidents and improve public health. By <del>2036</del> 2045 the number of people who engage in physically active transportation, such as walking or bicycling, will be increased, a larger percentage of the City’s population will live within walking distance of a school or park, and the number of <del>deaths and serious accidents injury crashes</del> will be reduced.	
1.	Establish a network of multi-use paths and bicycle lanes that connect to parks, schools and public attractions.	Establish a <del>low-stress</del> network of <del>ADA-compliant sidewalks,</del> multi-use paths, and bicycle lanes that connect to parks, schools and public attractions.	Inclusive; low-stress to encourage walking and biking
2.	Provide enhanced pedestrian amenities along the Burlington Boulevard and Fairhaven Avenue, such as wider sidewalks, pedestrian oriented signage and lighting, landscaped buffers, crosswalks improvements, and curb bulb-outs.	<del>Plan and</del> provide enhanced pedestrian <del>and transit</del> amenities along <del>the</del> Burlington Boulevard and Fairhaven Avenue, such as <del>ADA-compliant curb ramps,</del> wider sidewalks, <del>covered transit shelters,</del> pedestrian oriented signage and lighting, landscaped buffers, <del>user-activated, high-visibility</del> crosswalks improvements <del>coordinated with Skagit Transit bus stops,</del> and curb <del>bulb-outs extensions to increase visibility of people wanting to cross.</del>	Emphasize safety for people walking and crossing busy street to access bus stops
3.	Establish and implement a wayfinding and signage system that identifies safe routes walking and cycling routes to school and work with the Burlington Edison School district to make this information available to students and school district employees.	<del>Work with the Burlington-Edison School District to</del> establish and implement a wayfinding and signage system that identifies safe <del>routes</del> walking, <del>rolling,</del> and cycling routes to school and work. <del>with the Burlington-Edison School district to make</del> Provide this information <del>available</del> to students and <del>school district</del> employees <del>to promote fewer vehicle trips, as well as public health benefits.</del>	Establish a partnership with the school district to gain a vested interest; Not just school district employees; any workers within Burlington
4.	Reduce speeding and unsafe driving through enforcement and traffic calming measures such as curb bulb-outs, narrower travel lanes, on street sparking, neighborhood traffic circles, and the construction of a dense and fully connected street-network.	Reduce speeding and unsafe driving through <del>law</del> enforcement and traffic calming measures such as curb <del>bulb-outs extensions</del> <del>to tighten corner turning radius,</del> narrower <del>vehicle</del> travel lanes, <del>installation or reorganization of</del> on-street parking <del>to narrow driving space,</del> <del>install</del> neighborhood <del>intersection</del> traffic <del>circles</del> islands, and, <del>where feasible,</del> the <del>funding and</del> construction of a dense and fully connected street-network.	Current terminology, more inclusive list, action-oriented
5.	Continually monitor and evaluate emergency response times and incorporate accident information provided by the City’s police and fire departments into future transportation plans.	No changes	
6.	Coordinate with WSDOT to enhance the safety of the SR-20 corridor including, but not limited to the construction of, controlled intersections, pedestrian crossings, sidewalks, traffic calming measures, streetscape improvements, and multiuse paths.	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
<b>8.7.5 Financial Stability</b>	(no general statement/vision statement)	<b>New Recommended general statement:</b> <u>As urban areas grow, competition for scarce physical space and financial resources increases and trade-offs must be considered to provide a safe, equitable, and balanced multimodal transportation system. Higher-density development can have traffic impacts, but it also reduces trip lengths and provides more opportunity for residents to walk, bike, and ride transit. These are benefits to the entire community and the cost to improve active transportation and transit infrastructure must be shared by both public and private funding sources.</u>	This will help to justify adding active transportation projects to the TIF project list, from which new private development will be proportionately assessed for.
1.	When evaluating major land use changes, such as urban growth area expansions and annexations, the short- and long-term financial implications of transportation needs shall be considered. Preference shall be given to land use options that reduce the need for expensive transportation infrastructure by reducing trip lengths or shifting demand to less expensive modes.	When evaluating major land use changes, such as urban growth area expansions and annexations, the short- and long-term financial implications of transportation needs shall be considered. Preference <u>and priority</u> shall be given to <u>higher-density, mixed-use, and transit-supportive</u> land use options that reduce the need for expensive <u>vehicle-oriented</u> transportation infrastructure by reducing trip lengths or shifting demand to less expensive modes, <u>such as walking, biking, rolling, and transit.</u>	More specific regarding what types of land use support active transportation and transit.
2.	Transportation expenditures should generally be prioritized in the following order: <ul style="list-style-type: none"> <li>a. Maintenance and repair;</li> <li>b. Safety improvements, including the provision of sidewalks, pedestrian crossings, streetscape improvements, and neighborhood traffic calming measures;</li> <li>c. New connections within the City’s existing municipal boundaries that improve access to underserved areas;</li> <li>d. Expansions of existing facilities to provide additional capacity within the City’s existing municipal boundaries;</li> <li>e. Improvements necessitated by the annexation of land in the City’s urban growth area.</li> <li>f. Improvements necessitated by an expansion of the City’s urban growth area.</li> </ul>	Transportation expenditures should generally be prioritized in the following order: <ul style="list-style-type: none"> <li>a. Maintenance and repair, <u>coupled with identified multimodal improvements, whenever feasible;</u></li> <li>b. Safety improvements, including the provision of sidewalks, pedestrian crossings, streetscape improvements, and neighborhood traffic calming measures;</li> <li>c. New <u>street or active transportation</u> connections within the City’s existing municipal boundaries that improve <u>multimodal</u> access to underserved areas;</li> <li><del>d.—Expansions of existing facilities to provide additional capacity within the City’s existing municipal boundaries;</del></li> <li>e. <u>Multimodal</u> improvements necessitated by the annexation of land in the City’s urban growth area.</li> </ul>	Expansion/widening of existing streets and intersections to increase vehicle capacity will not reduce traffic congestion over time, but it will significantly diminish safety and quality of life for Burlington residents. Added vehicle capacity should only be considered for new streets that also include sidewalks, dedicated bicycle lanes, and intersection traffic controls in higher-density land use contexts.

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
		f. <u>Multimodal</u> improvements necessitated by an expansion of the City’s urban growth area.	
3.	Establish a transportation benefits district to stabilize transportation revenues and provide a dedicated source for transportation improvements.	<del>Establish a</del> <u>Promote and support the</u> Transportation <u>Benefit District (TBD)</u> <del>to stabilize as a stable, sustainable, and transportation revenues and provide a</del> dedicated <u>local revenue</u> source for <u>multimodal</u> transportation improvements.	Text updated to reflect new TBD funding source; <i>To ensure future support and voter renewal in 10 years, the City should track, monitor, and report TBD funding used for projects so that the public will see the benefits provided by TBD funding. More information can be provided on this, if desired.</i>
4.	Impact fee tiers, or zones, should be established to reflect the disproportionate transportation impacts of development in outlying areas and to recognize the demand management benefits of directing growth to central areas, such as the Commercial Core, Northern Gateway, and Downtown areas.	<u>Transportation</u> Impact Fee <del>tiers, or zones; incentives</del> should be established to reflect the disproportionate transportation impacts of <u>low-density</u> development in outlying areas and to recognize the <del>demand management</del> <u>multimodal</u> benefits of directing <u>higher density</u> growth to central areas, such as the Commercial Core, Northern Gateway, and Downtown areas.	TIF incentives can be used as an economic development tool to help achieve City land use/transportation goals and have additional benefits, such as positive recognition by grant funding agencies promoting infill, active transportation, and transit. TIF “tiers or zones” are different, and usually more blunt instruments, than purposeful, targeted incentives.
5.	Consider partnering with Skagit County to establish a program to collect impact fees in unincorporated Skagit County for the purposes of mitigating the impacts of unincorporated development on City transportation infrastructure.	Consider partnering with Skagit County to <u>study the potential benefits and challenges of</u> establishing a program to collect <u>transportation</u> impact fees in unincorporated Skagit County for the purposes of mitigating the impacts of unincorporated development on City transportation infrastructure.	TIFs do not produce much revenue overall and can be challenging to administer, especially across jurisdictions