

Proposed Transportation Element Goals/Objectives/Policies Edits

Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)	Findings
Coordination and Consistency	
<p>Goal TR ((8)) 1: Plan, develop, and maintain <u>an economical, equitable, inclusive, resilient, and safe multimodal</u> transportation ((systems)) <u>system</u> through intergovernmental coordination ((TR GOAL 1 Develop transportation systems)) that ((complement the land use element, natural environment element, and the economic development element of)) <u>complements</u> the ((county comprehensive plan)) <u>County’s Comprehensive Plan and promotes economic vitality, environmental sustainability, and human health.</u></p>	<ul style="list-style-type: none"> • The Multicounty Planning Polices (MPPs) were amended in 2020 and the Countywide Planning Policies (CPPs) were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5) • Other new topics were added to be consistent with the county, region, and state’s directions on developing transportation systems • Removed references to specific elements of the comprehensive plan, since the TE should be consistent and complementary of all elements • Moved to be goal one to align reorganize the document more clearly. Chapter 1 of the draft TE aligns with Goal TR 1 about coordination and consistency.
<p>Objective TR ((8-C) 1.A: ((Coordinate)) <u>Collaborate</u> with <u>tribal, ((state)) State, ((and)) regional, and local</u> transportation agencies <u>on</u> the development of transportation facilities ((of statewide, regionwide, and countywide significance and take into account plans prepared under the Growth Management Act. Objective TR 8.B: Achieve)), <u>and achieve</u> consistency between the ((long-range)) <u>County’s</u> transportation ((plans and transportation improvement programs of the county)) <u>planning and policies</u>, and ((the region’s growth management goals)) <u>the regional and countywide transportation plans</u> and policies.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Added the tribes for better coordination
<p>Policy ((8-C.1) 1.A.1: Standard definitions and procedures shall be prepared for the designation <u>and classification</u> of transportation facilities ((of regional and countywide significance)).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((8-C.2) 1.A.2: ((Policies to guide)) <u>Collaborate with WSDOT on plans, policies, and programs which may affect</u> the planning, development, and management of ((state routes shall be prepared in cooperation with WSDOT)) <u>State Routes.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Expanded to be more than just about policies
<p>Policy ((2-D.1) 1.A.3: ((Planning will be compatible with Sound Transit’s Sound Transit 2 Plan for Snohomish County, which includes stations in Lynnwood and Mountlake Terrace)) <u>Collaborate with transit agencies to ensure consistency between the County’s transportation planning and regional and local transit agencies.</u></p>	<ul style="list-style-type: none"> • Removed reference to specific plans • Clarified this is about transportation planning • Expanded to be more than just about ST-2
<p>Policy ((2-D.3) 1.A.4: ((Planning)) <u>Transportation planning within Snohomish County’s unincorporated UGAs</u> will include consideration and evaluation of additional <u>public</u> transit services to major employment centers ((within the Southwest UGA)).</p>	<ul style="list-style-type: none"> • Clarified this is about transportation planning • Updated consistent term for “public transit” • Expanded to include all unincorporated UGAs
<p>Policy 1.A.5: Collaborate with tribal governments on transportation planning on County roads within and adjacent to tribal trust lands <u>to provide consistency between the County and tribal transportation plans.</u></p>	<ul style="list-style-type: none"> • Added a new tribal policy to help with better collaboration on transportation issues
<p>Policy ((8-B.2) 1.A.6: ((Long-range transportation plans and transportation improvement programs)) <u>The County’s Transportation Element and Improvement Program</u> shall be ((compatible)) <u>consistent</u> with the <u>Washington Transportation Plan, PSRC’s ((regional transportation plan)) Regional Transportation Plan and Multicounty Planning Policies (MPPs), and the Countywide Planning Policies (CPPs).</u></p>	<ul style="list-style-type: none"> • Updated to be more in line with the GMA and PSRC requirement for consistency
<p>Policy ((1-C.3) 1.A.7: Roadway standards <u>for County roads</u> shall be adopted that are compatible with other jurisdictions in Snohomish County.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization • Clarified this is about county road standards
<p>Policy ((1-B.2) 1.A.8: Types and levels of <u>County</u> transportation facilities within the ((county)) <u>County</u> shall be based on the <u>transportation demand generated by the land use</u> types and <u>the</u> levels of future development intensity adopted in city and ((county)) <u>County</u> comprehensive plans.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization • Reworded to be clearer and more concise
<p>Policy ((7-A.2) 1.A.9: ((Coordinated)) <u>The County shall use coordinated</u> forecasts of road and highway needs and <u>public</u> transit demand shall be produced based on the regional travel demand models and the land use elements of ((county)) <u>County</u> and city comprehensive plans.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit” • Reworded to be clearer and more concise
<p>Objective TR ((8-A) 1.B: ((Achieve)) <u>Maintain</u> consistency between the ((transportation element)) <u>Transportation Element and the other elements</u> of the ((county’s comprehensive plan and the countywide planning policies developed pursuant to the requirements of the Growth Management Act)) <u>County’s Comprehensive Plan.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy (1.B.6) 1.B.1: The <u>County's</u> Transportation Element shall be revised following the population and employment target reconciliation described ((Objective PE 2.A.)) <u>in the Population and Employment Element</u>, if the resulting targets are substantially different from the targets ((described in Appendix D)) <u>adopted in the County's Comprehensive Plan</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Removed unnecessary references
<p>Policy (2.D.2) 1.B.2: ((Planning)) <u>Transportation planning within Snohomish County's unincorporated UGAs</u> will recognize and be ((compatible)) <u>consistent</u> with local land use planning and urban design objectives ((within the Southwest UGA)).</p>	<ul style="list-style-type: none"> • Clarified this is about transportation planning • Expanded to include all unincorporated UGAs
<p align="center">Equity, Health, Safety, and Welfare</p>	
<p>Goal TR (4) 2: ((Provide)) <u>Plan and provide a safe and equitable</u> transportation ((services)) <u>system</u> that enhances the health ((,safety,)) and welfare of <u>all people</u> in Snohomish County ((citizens)).</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5) • Reworded to be clearer and more concise
<p>Objective TR (4.A) 2.A: ((Cooperate)) <u>Collaborate</u> with WSDOT, the cities, <u>the tribes</u>, and transit ((operating)) agencies to ((design facilities and provide for)) <u>develop and support an equitable transportation system and</u> services that enhance the mobility of all ((citizens regardless of age, disability, or income)) <u>people in Snohomish County</u>.</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the Countywide Planning Policies (CPPs) were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5) • Reworded to be clearer and more concise
<p>Policy 2.A.1: <u>Planning and programming for the County's transportation systems shall not discriminate based on race, color, or national origin; and the county shall work to identify when transportation systems have or may adversely affected those populations, complying with the requirements of Title VI of the Civil Rights Act of 1964.</u></p>	<ul style="list-style-type: none"> • Updated to clarify our consistency in transportation planning and Title VI of the Civil Rights Act of 1964
<p>Policy 2.A.2: <u>In planning for transportation systems, the County shall include community engagement that offers public input and meaningful collaboration for people with Limited English Proficiency (LEP), and historically and currently marginalized communities.</u></p>	<ul style="list-style-type: none"> • Updated to clarify our consistency in transportation planning and Title VI of the Civil Rights Act of 1964 • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)
<p>Policy (6.D.7) 2.A.3: ((A)) <u>The County shall develop a</u> transportation system that ((minimizes)) <u>encourages a reduction of the</u> negative impacts to human health ((shall be developed)).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (4.A.2) 2.A.4: ((Pedestrian)) <u>The County shall design and construct transportation</u> facilities ((shall be encouraged)) that will ((also)) accommodate elderly persons and persons with disabilities.</p>	<ul style="list-style-type: none"> • The MPPs were amended in and the CPPs, as well as the Americans with Disability Act of 1990, include policies related transportation systems being built for person with disability
<p>Policy (4.A.3) 2.A.5: ((Safe)) <u>The County shall require that safe, accessible,</u> and direct pedestrian ((and disabled access shall be designed to and)) <u>facilities for all users are constructed along and</u> from public rights-of-way((,)) <u>to adjacent</u> structures((,)) and ((adjacent)) developments.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (4.A.7) 2.A.6: ((Affected jurisdictions)) <u>The County shall work with cities, State, tribal,</u> and transit agencies ((shall)) <u>to prepare</u> ((compatible rules and procedures)) <u>plans</u> for locating transportation facilities and services ((to)) <u>that benefit historically and currently marginalized communities and</u> minimize potential adverse impacts on ((low income, minority, and special need populations)) <u>those communities</u>.</p>	<ul style="list-style-type: none"> • The MPP were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5) • Reworded to be clearer and more concise
<p>Policy (4.A.8) 2.A.7: In cooperation with transit operating agencies, cities, WSDOT, and social service agencies, ((ensure)) <u>support</u> mobility ((choices)) <u>options</u> for people with special transportation needs, including persons with disabilities, the elderly, ((the young)) <u>children</u>, and low-income populations.</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5) • Reworded to be clearer and more concise
<p>Policy (8.C.3) 2.A.8: ((Localized)) <u>The County shall work cooperatively with transit agencies and the local community to address</u> impacts on communities ((shall be addressed cooperatively with transit agencies)) when designing and locating ((multimodal transportation)) <u>transit</u> centers.</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion, which includes a focus on addressing the local community's needs (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)
<p>Policy 2.A.9: <u>The County's transportation system shall be designed to improve multimodal access to schools; social services; grocery; medical, dental, and mental health services; and other community or neighborhood services.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion, which includes a focus on addressing the local community's needs (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)

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<p>Objective 2.B: <u>Maintain and enhance the safety of all users by identifying, evaluating, and developing countermeasures to address potential safety deficiencies in the County’s transportation system.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus on roadway safety, especially for bicyclists and pedestrians.
<p>Policy (4.E.2) 2.B.1: A high priority shall be given to improvements that enhance the safety of <u>County</u> transportation facilities and services.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization Clarifying this is for County facilities
<p>Policy (4.E.6) 2.B.2: The (long-term) <u>County will work towards the</u> goal of zero fatalities and (disabling) <u>serious</u> injuries (shall be pursued) to improve the safety of the overall transportation system.</p>	<ul style="list-style-type: none"> Language revised to be more consistent with other plans at the state and federal level
<p>Policy 2.B.3: <u>Implement the County’s Road Safety Plan that identifies and evaluates potential safety deficiencies in the transportation system, guides countermeasures, and incorporates best practices for future transportation projects.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus on roadway safety, especially for bicyclists and pedestrians.
<p>Policy 2.B.4: <u>Maintain a transportation safety program to implement transportation safety projects and programs that are equitable and inclusive.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus on roadway safety, especially for bicyclists and pedestrians.
<p>Objective TR (4.E) 2.C: Provide and maintain <u>County</u> transportation facilities that enhance (the) <u>roadway</u> safety (of motorized and nonmotorized transportation. In cooperation with WSDOT and cities,) <u>for all users of the system and</u> develop programs to identify and (mitigate any roadway) <u>develop countermeasure to address potential</u> hazards (that may result in accidents and threats to public safety).</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Clarifying this is for County facilities
<p>Policy (4.E.4) 2.C.1: (Roadway and other) <u>County</u> transportation facility standards shall be <u>developed and</u> maintained which enhance the <u>roadway</u> safety for all users of the (transportation) system.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Clarifying this is for County facilities
<p>Policy (4.B.3) 2.C.2: (State-of-the-art traffic control devices, signalization, and signing shall be used, consistent with) <u>The County shall use</u> professionally accepted (geometric and structural standards that reduce the risk of serious accidents) <u>best practices when integrating safety components into roadway improvement design.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (4.E.5) 2.C.3: Safety improvements needed on <u>County</u> roads due to the impact of new land development shall be provided concurrent with development.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization Clarifying this is for County facilities
<p>Policy (4.B.1) 2.C.4: Safe and effective traffic control or grade separations shall be <u>built and</u> maintained on <u>County roads</u> at railroad crossings, where (practical) <u>practicable.</u></p>	<ul style="list-style-type: none"> Updated to clarify that there may be a need for new railroad crossing in the future
<p>Objective TR (4.E) 2.D: Provide and maintain <u>active</u> transportation facilities within <u>unincorporated Snohomish County</u> that enhance the safety <u>and health</u> of (motorized and nonmotorized) <u>active</u> transportation <u>users.</u></p>	<ul style="list-style-type: none"> Updated to use the term “active transportation” Motorized transportation safety is covered under Obj. TR 2.C The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus human health.
<p>Policy (3.A.3) 2.D.1: (A) <u>Within the County’s unincorporated UGAs, a</u> safe system of (bicycle and pedestrian) <u>active transportation</u> facilities shall be planned for (tying together) <u>connecting</u> residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers <u>designated on the Future Land Use Map.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (3.B.3) 2.D.2: (Bicycle paths and trails) <u>Planning and programming for active transportation facilities within the unincorporated County</u> shall (be designed in a way that promotes) <u>include considerations for minimizing conflicts with vehicle traffic, conflicts between bicycles and pedestrians, and</u> the security and safety of adjacent residences and businesses.</p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus on roadway safety, especially for bicyclists and pedestrians.
<p>Policy 2.D.3: <u>Evaluate the County’s transportation system to identify effective ways to reduce the frequency and severity of crashes involving pedestrians or bicyclists.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 to revise the focus on roadway safety, especially for bicyclists and pedestrians.
<p>Objective 2.E: <u>Support hazard mitigation planning efforts to improve resiliency of the County’s transportation system.</u></p>	<ul style="list-style-type: none"> Added to be more consistent with the county’s Hazard Mitigation Plan
<p>Policy (4.F.3) 2.E.1: The <u>County shall work to protect the</u> transportation system (shall be protected against) <u>from</u> disasters by developing preventative and recovery strategies(,) and coordinating emergency responses with local and regional agencies.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy (9.B.5) 2.E.2: (Natural and manmade incidents) <u>The County shall establish incident response plans with emergency routes</u> that (undermine the movement of employees, shall receive a priority response in order to rectify problems) <u>prioritize the movement of critical goods and services.</u></p>	<ul style="list-style-type: none"> Added to be more consistent with the county’s Hazard Mitigation Plan

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Environment and Climate Change	
<p>Goal TR ((6)) 3: ((Implement)) <u>Plan and design</u> transportation improvements and <u>new County transportation facilities</u> that ((are consistent with the natural environment element of the comprehensive plan and have positive or minimal)) <u>avoid or mitigate</u> adverse impacts on the natural environment ((air quality, water quality, climate change, and energy consumption)), <u>including the impacts from climate change, and encourage transportation improvements and new transportation facilities that will benefit the natural environment.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Consistency is covered under TR 1.C and GMA requirements
<p>Objective TR ((6.A)) 3.A: ((In cooperation with the cities, prepare)) <u>Prepare regionally</u> consistent criteria and procedures <u>using best available science</u> to avoid or mitigate adverse environmental impacts ((of)) <u>from the County's</u> transportation ((systems according to guidance provided by the State Environmental Policy Act)) <u>system.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Best available science is part of a Growth Management Act requirement
<p>Policy ((6.D.3)) 3.A.1: ((A)) <u>Develop the</u> transportation system <u>within unincorporated Snohomish County in a way</u> that reduces pollution and the negative impacts ((en)) <u>to the</u> climate and the natural environment ((shall be encouraged)).</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on environmental protect and climate change.
<p>Policy ((6.A.1)) 3.A.2: ((Transportation)) <u>The transportation</u> facilities <u>within unincorporated Snohomish County</u> shall be designed to ((include mitigation of)) <u>avoid or mitigate</u> adverse impacts ((en)) <u>to</u> shorelines, water and soil resources, and drainage patterns.</p>	<ul style="list-style-type: none"> • Revised to acknowledge that some transportation improves can have positive impacts, such as improving the drainage when installing curbs reducing pollutant runoff
<p>Policy ((6.A.2)) 3.A.3: ((Transportation systems)) <u>The transportation facilities within unincorporated Snohomish County</u>, including circulation roadways and driveways, shall be located and designed to minimize the disruption of ((natural habitat, floodplains, wetlands, geologically hazardous areas)) <u>shorelines, critical areas</u>, resource lands, and other ((elements of)) environmentally sensitive areas.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Split into TR 3.A.3 and 3.A.4 for clarity
<p>Policy 3.A.4: Where disruption <u>to shorelines, critical areas, resource lands, and other environmentally sensitive areas</u> cannot be avoided, designs <u>for transportation facilities within unincorporated Snohomish County</u> shall minimize the disruption, and impacts shall be mitigated.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Language updated to be more in-line with the GMA, SMA, and SEPA, and to be consistence with the practice on sequence for mitigation: avoid, minimize, mitigate. • Split into TR 3.A.3 and 3.A.4 for clarity
<p>Policy ((NE 5.A.1)) 3.A.5: ((Work with Surface Water Management)) <u>The County shall collaborate with Washington State Department of Natural Resources, Washington State Department of Fish and Wildlife, and tribes as part of county road improvement projects</u> to identify, <u>prioritize, and mitigate existing</u> barriers to fish passage ((caused by county roads and to mitigate these barriers as we make road improvements)), <u>and to prevent new barriers resulting from the siting and construction of new transportation facilities within unincorporated Snohomish County.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the Countywide Planning Policies (CPPs) were amended in 2021 and include a focus on fish passage. • Moved from Natural Environment 5.A.1
<p>Policy 3.A.6: Identify opportunities in the siting, construction, and maintenance of transportation facilities that enhance, protect, and preserve endangered anadromous fish in alignment with the County's salmon recovery plans.</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a focus on fish health.
<p>Objective TR ((6.B)) 3.B: ((Comply)) <u>Reduce adverse impacts to air and water quality from transportation systems within unincorporated Snohomish County, and comply</u> with the <u>State and Federal</u> requirements ((of the Federal Clean Air Act in developing the transportation system. Objective TR 6.C: Comply with the requirements of, the Safe Drinking Water Act, and the Clean Water Act in development of the transportation system (motorized and non-motorized). Water quality for municipal water supplies shall be preserved at the highest quality)) <u>for clean air and water.</u></p>	<ul style="list-style-type: none"> • Combined two objectives for clarity • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on environmental protect and climate change. • Expanded to include air and water quality in general, and not just those specific acts
<p>Policy ((6.B.1)) 3.B.1: ((Transportation)) <u>The County's transportation</u> plans and programs shall be in conformity with the <u>State and Federal</u> Clean Air Act, and consistent with goals to reduce <u>nitrous oxide</u>, carbon monoxide ((and)), ozone levels ((to)), <u>and meet other</u> national air quality standards ((and to adapt to the effects of climate change)).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Added nitrous oxide to be more consistent with the Clean Air Act
<p>Policy ((6.B.2)) 3.B.2: ((Rules)) <u>The County shall prepare rules</u> and procedures ((will be prepared)) in cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the ((transportation control measure)) requirements of the ((most current)) Clean Air Acts ((amendments)).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((6.C.1)) 3.B.3: ((Transportation plans and improvements programs)) <u>The County's Transportation Element and the Transportation Improvement Program</u> shall comply with appropriate ((state and federal)) <u>State and Federal</u> legislation related to municipal water supply.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization

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<p><u>Policy 3.B.4: Reduce the negative impacts of roadway pollutant runoff using best available science in the design, construction, and maintenance of transportation facilities within unincorporated Snohomish County.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on environmental protect and climate change.
<p><u>Policy 3.B.5: Develop transportation projects that increase stormwater infiltration and protect water quality along transportation corridors within unincorporated Snohomish County.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on environmental protect and climate change.
<p>Objective TR (6.D) 3.C: (The county and cities, in cooperation) <u>In collaboration</u> with transit (operating) agencies, <u>cities, tribes,</u> and (the) WSDOT, (will plan strategically to) <u>the County will analyze and</u> integrate (concepts related to) sustainability and <u>resiliency, with a focus on</u> climate change (into) <u>mitigation and adaptation, into</u> transportation planning.</p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on mitigating/adapting to climate change. Design standards updated to include resiliency to climate change
<p>Policy (6.D.1) 3.C.1: (Transportation) <u>The County's transportation</u> plans shall (be developed and coordinated that support land use and other plan elements, and contribute to a flexible approach promoting sustainability and adapting to) <u>incorporate analysis and strategies to mitigate</u> the effects of climate change.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (6.D.2) 3.C.2: (Efficiency of existing transportation investments shall be maximized and measures) <u>Within unincorporated Snohomish County, measures</u> to reduce vehicle miles of travel and greenhouse gas emissions <u>from transportation</u> shall be pursued <u>to aid in meeting</u> <u>greenhouse gas emission reduction targets for the region.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on mitigating/adapting to climate change.
<p>Policy (6.D.6) 3.C.3: Convenient (and low impact alternatives to single occupancy vehicles shall be encouraged. Policy 6.A.4: Alternative modes of travel) <u>alternatives</u> to (the) single-occupant vehicle <u>use</u> shall be encouraged (in order) <u>within unincorporated Snohomish County</u> to reduce energy consumption, air and water pollution, (climate change) <u>greenhouse gas emissions,</u> and noise levels.</p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on reducing greenhouse gas emissions.
<p>Policy (2.E.4) 3.C.4: (Pricing) <u>The County shall consider pricing</u> or regulatory mechanisms (e.g., metered parking and tolling) (shall be considered in order) to encourage <u>public transit use, reduce single-occupant vehicle trips,</u> and (reliance on automobiles) <u>reduce greenhouse gas emissions.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on reducing greenhouse gas emissions and drive-alone trips.
<p>Policy (4.F.4) 3.C.5: (Adaptive) <u>The County shall pursue adaptive</u> transportation responses (shall be pursued) with local and regional agencies to (deal with) <u>address</u> threats and hazards arising from the impacts of climate change, <u>and to incorporate strategies for adapting to climate change into the design of the transportation system.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (6.D.4) 3.C.6: (Energy) <u>The County shall support energy</u> efficient modes of transportation, fuels, and technologies that reduce negative impacts on the environment (shall be developed and implemented) <u>and reduce greenhouse gas emissions.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a heavy focus on reducing greenhouse gas emissions.
<p><u>Policy 3.C.7: The County shall work with State and regional partners to support and help implement the transition to electric vehicles, including public and private expansion of electric vehicle infrastructure, and other emerging trends that reduce the use of vehicles that rely on fossil fuels.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a focus on electrification of the transportation system.
<p><u>Policy 3.C.8: The County shall incorporate hazard mitigation planning when preparing for the impacts of climate change on County transportation facilities.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPP) were amended in 2021 and include a heavy focus on adapting to the effects of climate change.
<p>Roads</p>	
<p><u>Goal 4: Plan, develop, and maintain a road network that enhances safety, mobility, and connectivity for all users and meets the County's adopted multimodal Level of Service (LOS).</u></p>	<ul style="list-style-type: none"> New goal added as part of reorganization of the Transportation Element and separating policies by transportation modes
<p>Objective TR (1.B) 4.A: (Prepare) <u>The County shall prepare</u> long-range plans for future highway and <u>County</u> arterial roadways that (providing direct connections and) <u>provide</u> adequate connectivity and preserve rights-of-way in consideration of existing and future development.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p><u>Policy 4.A.1: The County shall collaborate with and encourage WSDOT to make the critical improvements to its State Routes necessary to provide efficient mobility within Snohomish County.</u></p>	<ul style="list-style-type: none"> Many of the arterials in SnoCo are state routes and so it is important that we encourage improvements to those routes to improve the overall transportation network in SnoCo.
<p>Policy (1.C.1) 4.A.2: A countywide network of (principal and minor) <u>County</u> arterials shall be identified that provide for multimodal transportation services between centers designated on the (comprehensive plan) <u>Future Land Use Map.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Collector as may also be useful to identify as part of the multimodal transportation system
<p>Policy (2.A.1) 4.A.3: (Roadways) <u>Principal and minor County arterial roadways</u> serving (designated) centers <u>designated on the Future Land Use Map</u> shall be redesigned, improved, and maintained (as principal and minor arterials) for multimodal (travel) <u>transportation.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy ((1-B.5)) 4.A.4: Future roadways and improvements of existing roads <u>within unincorporated Snohomish County</u> shall be planned to enhance multimodal traffic flow and the connectivity of countywide arterial roadways.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization • Clarified this is in unincorporated County
<p>Policy ((1-C.5)) 4.A.5: Roadway networks <u>within unincorporated Snohomish County</u> shall be designed (((with direct routing and connections))) to avoid concentrating the burden of traffic flow on a few roadways.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Clarified this is in unincorporated County
<p>Policy ((9-A.2)) 4.A.6: (The) <u>Roadway networks within unincorporated Snohomish County shall be designed and maintained to improve the efficiency of ((key roadways that provide))</u> access to employment and community service centers (((shall be maintained))).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Clarified this is in unincorporated County
<p>Policy 4.A.7: <u>The County shall incorporate complete street approaches in transportation planning to emphasize safe mobility for transportation system users of all ages and abilities.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a focus on multimodal transportation. • In 2019, the county adopted a revised complete street strategy.
<p>Policy ((1-B.7)) 4.A.8: (Te) <u>Necessary improvements on rural roads shall be designed to maintain rural character, ((major new rural roads and major expansions of existing rural roads should be avoided. Where increased roadway capacity in rural areas is warranted to support safe and efficient travel, measures should be taken to prevent unplanned growth))</u> <u>preclude unplanned rural growth, provide safe and efficient travel for residents of the rural area, and provided connectivity between urban areas.</u></p>	<ul style="list-style-type: none"> • Clarifying that this policy is about unwanted rural growth, to be more consistent with the Growth management Act • Many rural roadways that carry regional and interregional travel will require improvements for safety and efficiency.
<p>Policy ((1-C.6)) 4.A.9: (Bus) <u>Within unincorporated Snohomish County, bus</u> stops, bus pullouts, and on-site circulation shall be located and designed to accommodate public (transportation) <u>transit</u> where potential ridership warrants such improvements.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit”
<p>Policy ((4-E.1)) 4.A.10: (Design) <u>Roadway design</u> standards (((improvements and right-of-way))) <u>within unincorporated Snohomish County</u> shall be (provided that vary by functional class of roadway in order) <u>developed, revised, and implemented</u> to ensure safe and efficient flow of traffic.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((1-C.9)) 4.A.11: Existing roadways <u>within unincorporated Snohomish County</u> shall be improved to meet adopted design standards (in order to enhance) <u>for</u> the safety and mobility of pedestrians, <u>public</u> transit users, bicyclists and motorized traffic as part of construction of frontage improvements by developments and by the (county) <u>County</u>, as funding allows within the (county’s capital improvement program) <u>County’s Capital Improvement Program.</u></p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit” • Clarified this is in unincorporated County
<p>Policy 4.A.12: <u>To improve connectivity for all modes of transportation within unincorporated UGAs, the County should plan for a network of non-arterial roads that will improve safety, help address congestion, and enhance the character and affordability of the neighborhoods.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a focus on multimodal transportation and connectivity
<p>Objective TR ((1-C)) 4.B: (Establish) <u>The County shall establish design and development standards to regulate</u> access and on-site circulation (standards to maintain the safety and integrity of the arterial roadway system. Objective TR 1.D: Regulate), <u>and to regulate</u> the design ((,)) <u>and</u> location (and) <u>of</u> public (access of) <u>and</u> private access ways (and roads that impact the public roadway) <u>to maintain the safety and integrity of the transportation system.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((1-C.2)) 4.B.1: Adequate access to and circulation within all developments <u>within unincorporated Snohomish County</u> shall be maintained for emergency service (and public transportation) vehicles.</p>	<ul style="list-style-type: none"> • Internal circulation for public transit isn’t a requirement of all development
<p>Policy ((1-C.10)) 4.B.2: (Developments) <u>Improvements needed to mitigate impacts caused by new developments</u> taking access from <u>an</u> existing (roadways shall be required to make offsite improvements to improve them to at least minimum standards for vehicular access based upon such factors as the volume and other characteristics of existing and newly generated traffic) <u>County roadway will be defined in County code and design standards.</u></p>	<ul style="list-style-type: none"> • Updated to be more consistent with how the county addresses offsite improvement. • More consistent with the practices in Snohomish County Code (SCC) 30.66B.420(3)
<p>Policy ((1-C.11)) 4.B.3: Access and circulation provisions shall be pursued that reduce traffic congestion and lessen the need for <u>County</u> arterial capacity improvements and shall include, but are not limited to: <u>Subsection</u> (a) allowing for more than one travel route to residences and/or businesses to facilitate emergency vehicle access and circulation, <u>Subsection</u> (b) allowing (nonmotorized) <u>active transportation</u> access to schools, activity centers and neighborhoods along alternative travel routes, and <u>Subsection</u> (c) allowing automobile access to schools, activity centers and neighborhoods along alternative travel routes.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “active transportation” • Clarified that these are about County arterials

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy 4.B.4: <u>County public road standards shall be developed and implemented using best practices so that roads are built at reasonable intervals to improve connectivity, and provide adequate property access, while considering topography, critical areas, and other constraints.</u></p>	<ul style="list-style-type: none"> Proposed new policy to be more consistent with how the county addresses public road standards. More consistent with the revised Engineer, Development and Design Standards (EDDS) section 3-01.B
<p>Policy (1.C.12) 4.B.5: (The county shall require that development make access and/or circulation provisions for arterials designated by the comprehensive plan and for needed local roadways to include, but not be limited to: (a) dedication of right-of-way, (b) reservation of right-of-way, (c) design for potential way of access, (d) recording of easements, (e) location of public or private roads, (f) design and construction of public or private roads (including stub roads), and/or (g) improvements to existing roads) <u>Development within unincorporated Snohomish County shall be required to dedicate, establish, or deed sufficient right-of-way to the County for road purposes when it is reasonably necessary as a direct result of a proposed development, for improvement, use, or maintenance of the road system serving the development.</u></p>	<ul style="list-style-type: none"> Updated to be more consistent with how the county addresses roadway easements and right-of-way acquisition More consistent with the practices in Snohomish County Code (SCC) 30.66B.510(1)
<p>Policy (1.C.8) 4.B.6: Access to a single <u>County</u> roadway shall be limited (as) <u>and should only be granted when it is</u> determined necessary to protect public safety and minimize traffic conflicts and delay.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy (4.D.7) 4.B.7: On-site traffic circulation <u>for new developments within unincorporated Snohomish County</u> shall be designed in a way that allows safe and efficient <u>vehicle queuing</u> storage and movement of driveway traffic.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (2.B.4) 4.B.8: (Site design criteria) <u>In centers designated on the Future Land Use Map, developments within unincorporated Snohomish County</u> shall (be used to ensure land development supportive of high-capacity vehicle use) <u>incorporate site design characteristics supportive of public transit.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (1.C.4) 4.B.9: (Local residential) <u>Non-arterial streets within unincorporated Snohomish County</u> shall be designed (that link) <u>to connect</u> neighborhoods and complementary land uses for efficient circulation and discourage (high-speed) <u>high-speed and high-volume</u> vehicular traffic.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (1.C.7) 4.B.10: Permanent cul-de-sacs, private access ways, and private roads <u>within unincorporated Snohomish County</u> shall be approved only where road connectivity <u>is not required</u> within and between adjacent (neighborhoods has been established) <u>properties.</u></p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy 4.B.11: <u>New public roads within developments within unincorporated Snohomish County shall be constructed to provide connectivity to adjoining parcels, using existing stubs or rights-of-way if available, except where unique circumstances of the site or adjoining parcels make it impracticable or infeasible.</u></p>	<ul style="list-style-type: none"> Updated to be more consistent with how the county addresses connectivity between developments More consistent with the practices in Snohomish County Code (SCC) 30.24.010(4) and the revised Engineer, Development and Design Standards (EDDS) sections 3-01.B.4 to 8
<p>Policy 4.B.12: <u>If new roadway connections between adjoining parcels is impracticable or infeasible, active transportation connections may be determined appropriate for making connections between developments.</u></p>	<ul style="list-style-type: none"> Updated to be more consistent with how the county addresses connectivity between developments More consistent with the revised Engineer, Development and Design Standards (EDDS) section EDDS 3-01.B.9
<p>Policy (1.D.1) 4.B.13: A private road or access way <u>within unincorporated Snohomish County</u> shall not be permitted where a public road is required to meet public road access and circulation standards.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy (1.D.2) 4.B.14: When a public road is not required, as per TR (1.D.1) <u>4.B.13</u>, a private road or access way shall be permitted <u>only</u> where:</p> <p><u>Subsection (a)</u> a public benefit is evident that outweighs potential liabilities,</p> <p><u>Subsection (b)</u> it is clearly established that the private road would not attract public use,</p> <p><u>Subsection (c)</u> it would not obstruct or undermine the safety of any existing or planned public roadway, or become part of a public road, and</p> <p><u>Subsection (d)</u> in lieu of a public road, construction of a private road would not landlock any existing or future parcel of land.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy 4.B.15: <u>Street trees and shrubs shall be included in the design of roadways within unincorporated Snohomish County when they do not impact public safety and when they are appropriate to the site, the changing climate, and to maximize co-benefits to the built and natural environment.</u></p>	<ul style="list-style-type: none"> Updated to be more consistent with how the county addresses street trees More consistent with the practices in Snohomish County Code (SCC) 30.25.015(8)

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<p>Policy ((2-B-5)) <u>4.B.16</u>: Preference shall be given by the ((county)) <u>County</u> to transit-supportive development forms when selecting development partners and creating design standards and guidelines for the ((county)) <u>County</u> Cathcart site. Development that reduces the demand for single-occupant vehicles and stimulates increased transit service to benefit the surrounding community will be strongly encouraged.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((4-A-5)) <u>4.B.17</u>: Access to new development at the ((county)) <u>County</u> Cathcart site shall rely on an internal road and trail network, intersecting Cathcart Way at signalized intersections.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p><u>Objective 4.C:</u> <u>Establish access management standards and guidelines along County arterial roads to help preserve capacity and mitigate congestion from adjacent land uses.</u></p>	<ul style="list-style-type: none"> • Added new objective to be more consistent with how the county address access along arterials
<p>Policy ((4-D-1)) <u>4.C.1</u>: In order to promote public safety and operations efficiency, access to <u>County</u> principal ((,)) <u>and</u> minor ((and collector)) arterials shall be limited.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Removed “collectors” to be consistent with TR 4.C.2
<p>Policy ((4-D-2)) <u>4.C.2</u>: Vehicle access shall be limited to ((collector arterials and local roads)) <u>non-arterials within unincorporated Snohomish County</u> as a condition of development whenever practicable.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((4-D-3)) <u>4.C.3</u>: Preparation and approval of vehicle access, pedestrian access, and <u>internal</u> circulation ((schemes)) <u>plans</u> shall be required for ((major public or private)) <u>new</u> developments <u>within unincorporated Snohomish County</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((4-D-4)) <u>4.C.4</u>: Adequate distance of driveways from intersections shall be required in order to promote safe and efficient flow of vehicular traffic <u>within unincorporated Snohomish County</u>.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((4-D-5)) <u>4.C.5</u>: Joint driveway access and internal site circulation <u>within unincorporated Snohomish County</u> shall be achieved wherever ((practical)) <u>practicable</u> as a condition of new development for adjacent properties that have compatible land uses.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((4-D-8)) <u>4.C.6</u>: ((Driveway and traffic flow restrictions shall be used to allow)) <u>Provide</u> safe and efficient access <u>within unincorporated Snohomish County</u> for emergency vehicles when needed.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((4-D-9)) <u>4.C.7</u>: Vehicle access to ((state)) <u>State</u> highways by land development <u>within unincorporated Snohomish County</u> shall be limited where necessary to maintain adopted WSDOT highway design standards.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p align="center">Active Transportation</p>	
<p>Goal TR ((3)) <u>5</u>: ((Improve nonmotorized)) <u>Plan, develop, and maintain active</u> transportation facilities ((and services)) <u>that enhance the safety, mobility, and connectivity for all users and are efficient in providing the County’s adopted multimodal Level of Service (LOS).</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Objective TR ((3-A)) <u>5.A</u>: Plan, design, program, construct, and promote <u>the</u> use of ((nonmotorized)) <u>safe, accessible, and effective active</u> transportation facilities in <u>unincorporated</u> Snohomish County ((in cooperation with WSDOT and the cities)) <u>that improve the mobility and connectivity for all users.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p><u>Policy 5.A.1:</u> <u>The County shall maintain an active transportation program that will manage the planning and programing of pedestrian and bicycle facilities, coordinate on maintenance of active transportation facilities, and collaborates on Americans with Disability Act (ADA) transition planning, transportation improvement programs, and annual construction plans.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy ((3-A-1)) <u>5.A.2</u>: ((Compatible bikeway and walkway)) <u>The County should work with other jurisdictions in Snohomish County to jointly develop compatible active transpiration design</u> standards ((shall be developed jointly with other jurisdictions in Snohomish County)).</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p><u>Policy 5.A.3:</u> <u>The County shall implement the County’s ADA transition plan to ensure that transportation facilities in the public right-of-way are accessible for all users.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion, and supporting persons with disability (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)
<p>Policy ((3-A-2)) <u>5.A.4</u>: ((Continuous and/or direct bicycle routes shall be coordinated as part of comprehensive plans among all jurisdictions and)) <u>In collaboration with the cities, WSDOT, and tribes, the County shall identify and develop Countywide Connector bicycle routes that connect to</u> major centers, <u>high-capacity transit, and other major destinations with</u>in Snohomish County and the region.</p>	<ul style="list-style-type: none"> • Updated to reflect the county’s new vision for a collaborative, interconnected “skeletal” bike network • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.

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<p>Policy 5.A.5: <u>The County shall identify and develop Urban Neighborhood bicycle routes that join Countywide Connector bicycle routes within the Urban Growth Areas and connect to major neighborhood destinations in the local community.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy (4.A.1) 5.A.6: (Pedestrian facilities) <u>Active transportation connections</u> shall be (encouraged) <u>developed within unincorporated Snohomish County</u> that (maintain) <u>provide</u> access between public facilities and residential areas, especially where they serve a safety purpose.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (6.D.5) 5.A.7: (Investment) <u>The County shall invest</u> in (nonmotorized) <u>active</u> transportation improvements within and between urban centers that serve <u>public</u> transit station areas within transit emphasis corridors (shall be encouraged).</p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 5.A.8: <u>The County shall develop design guidelines that are guided by Bicycle Level of Traffic Stress (B-LTS) for new bicycle facilities in Snohomish County to encourage more frequent bicycle use.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 5.A.9: <u>The County shall develop and implement a phased approach to improving active transportation in a way that provides increased safety, mobility, and comfort more quickly and at a lower cost.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 5.A.10: <u>The County shall prioritize active transportation improvement investments for locations that have the greatest potential for improving access to schools, parks/trails, public transit, public facilities, multi-family residences, commercial areas, and historically and currently marginalized communities.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 5.A.11: <u>The County shall prioritize active transportation investments that improve safety and complete the pedestrian and bicycle transportation networks.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 5.A.12: <u>In collaboration with cities and the tribes, develop consistent signage along Countywide Connector routes.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Objective TR (3.B) 5.B: (Ensure) <u>The County shall establish design and development standards to ensure</u> that new development <u>within unincorporated Snohomish County</u> accommodates (nonmotorized) <u>safe and effective active</u> transportation facilities in its site planning.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy (3.B.1) 5.B.1: (Adequate nonmotorized) <u>New developments within unincorporated Snohomish County must provide and maintain adequate active</u> transportation access to and circulation within all developments (shall be designed and maintained).</p>	<ul style="list-style-type: none"> Updated to use the consistent term “active transportation”
<p>Policy (3.B.2) 5.B.2: (Convenient and secure bicycle parking shall be provided) <u>New development within unincorporated Snohomish County shall provide appropriate on-site amenities to support active transportation users</u> within centers <u>designated on the Future Land Use Map</u>, at major destinations, and (at) <u>near</u> transportation centers to accommodate intermodal connections.</p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy (2.B.1) 5.B.3: Access and mobility for <u>public</u> transit users and pedestrians <u>within unincorporated Snohomish County</u> without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.</p>	<ul style="list-style-type: none"> Updated to use the consistent term “public transit”
<p>Policy (4.A.4) 5.B.4: A system of paths and walkways shall be developed within the (county) <u>County</u> Cathcart site to provide safe, efficient and attractive pedestrian connections between all uses on the site and the surrounding neighborhoods.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Objective TR (9.C) 5.C: (Preserve railroad) <u>The County shall acquire</u> rights-of-way <u>or easements</u> for (alternative) <u>active transportation and public transit</u> uses (i.e., recreation and transportation) when (continued rail service is not) practicable.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Revised to be broader about rights-of-way/easements for trails
<p>Policy 5.C.1: <u>The County shall identify and preserve rights-of-way or easements for necessary active transportation facilities along utility corridors and other non-active transportation rights-of-way, when practicable.</u></p>	<ul style="list-style-type: none"> The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy (9.C.1) 5.C.2: Acquisition of abandoned railroad rights-of-way <u>within the County</u> shall be considered where economically practicable, to preserve these resources as future transportation corridors, such as rail lines, bikeways, pedestrian/equestrian trails, utilities and roadways.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise A similar policy existing under Parks and Recreation 3.C.3
<p>Policy (9.C.2) 5.C.3: Land use regulation, (environmental) <u>and impacts to the natural environment</u>, (and) <u>community</u>, (impacts) and agricultural lands shall be considered (with regard to actions for) <u>when considering</u> preservation and use of abandoned railroad rights-of-way <u>within the County</u>.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p align="center">Public Transit</p>	
<p>Goal TR (2) 6: (Provide) <u>Support</u> public (transportation) <u>transit</u> services that (support and are supported by the land use element, natural environment element, and economic development element of) <u>implement</u> the (county comprehensive plan) <u>County’s Comprehensive Plan and enhances the mobility of all people.</u></p>	<ul style="list-style-type: none"> Clarifying the role of Snohomish County in supporting public transit, rather than providing it The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Objective TR (1.A) 6.A: (Prepare) <u>The County shall encourage</u>, in (cooperation) <u>collaboration</u> with the cities, <u>tribes</u>, (the Washington State Department of Transportation (WSDOT)) <u>WSDOT</u>, (regional) <u>and transit</u> agencies, (Sound Transit, Community Transit, and Everett Transit,) standards for public (transportation) <u>transit</u> services and facilities consistent with adopted road standards (, the land use element, and the natural environment element of) <u>and</u> the (county's comprehensive plan) <u>County's Comprehensive Plan</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (1.A.1) 6.A.1: (Public transportation) <u>The County shall integrate public transit</u> planning (shall be integrated with land development review and) <u>into</u> the design and maintenance of public roads.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (1.A.2) 6.A.2: (Public transportation shall be expanded) <u>The County shall encourage the extension of public transit</u> throughout the urban area at a level of service appropriate to the planned form and intensity of development.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit”
<p>Policy (2.A.2) 6.A.3: A transit-supportive transportation system shall be provided <u>within unincorporated Snohomish County</u> that links (designated) centers <u>designated on the Future Land Use Map</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (2.A.3) 6.A.4: (Regional) <u>The County shall encourage regional</u> and (metropolitan) <u>countywide</u> centers (shall) <u>to</u> be connected with high-capacity transit and HOV lanes on (state routes) <u>State Routes</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (5.C.3) 6.A.5: (Transit) <u>Public transit</u> stops and <u>public</u> transit access <u>within unincorporated Snohomish County</u> shall be provided for applicable land uses where they attract large numbers of employees and/or customers.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit”
<p>Policy (4.A.6) 6.A.6: The (county) <u>County</u> will work with <u>public</u> transit providers to ensure that: 1) local and regional transit service is provided to the Cathcart site and the surrounding neighborhood; and 2) that transit facilities at Cathcart are located to support the site’s development and enhance the efficient operation of the overall transit system.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit”
<p>Objective TR (2.C) 6.B: (In cooperation) <u>The County shall collaborate</u> with <u>public</u> transit (operating) agencies, cities, <u>tribes</u>, and WSDOT (, identify) <u>on identifying</u> transit emphasis corridors that are served, or planned to be served, by public (transportation) <u>transit</u>, and (will) <u>work to</u> pursue effective and integrated land use and transportation planning.</p>	<ul style="list-style-type: none"> • Updated to use the consistent term “public transit” • Added “tribes” for better coordination
<p>Policy (2.C.4) 6.B.1: The (county) <u>County shall collaborate with</u> cities, <u>tribes</u>, WSDOT, and transit agencies (shall collaborate) to identify transit emphasis corridors to ensure consistency among respective long-range transportation plans.</p>	<ul style="list-style-type: none"> • Added “tribes” for better coordination
<p>Policy (2.C.2) 6.B.2: Transit emphasis corridors shall <u>be designated by the County, in collaboration with transit agencies, at locations that</u> connect designated compact and mixed-use (urban) centers <u>designated on the Future Land Use Map</u>, (and) conform <u>or plan to conform</u> to urban design and infrastructure standards that accommodate and enhance the operation of <u>public</u> transit services, and <u>are</u> planned for mixed-use commercial and residential developments that are designed to be transit-oriented.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (2.C.3) 6.B.3: Transit emphasis corridors <u>within unincorporated Snohomish County</u> shall be supported and enhanced through <u>projects and</u> programs that implement or achieve: <u>Subsection (a)</u> vehicle access management measures; <u>Subsection (b)</u> reductions in travel delay and vehicle-miles of travel; <u>Subsection (c)</u> adherence to concurrency (level of service) <u>and multimodal Level of Service (LOS)</u> standards; <u>Subsection (d)</u> improvements to traffic safety and flow; <u>Subsection (e)</u> (transportation demand management) <u>Transportation Demand Management (TDM)</u>; and <u>Subsection (f)</u> (transportation system management) <u>Transportation System Management (TSM)</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Objective TR (2.E) 6.C: In cooperation with transit agencies and cities, the (county) <u>County</u> will identify the general locations of major planned <u>public</u> transit facilities (in the Transportation Element and enact) <u>to support</u> transit-oriented (policies and) development (standards for locations).</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (2.E.1) 6.C.1: Transit-oriented development shall be located to support the development <u>within unincorporated Snohomish County</u> of (designated growth) centers <u>designated on the Future Land Use Map</u>, (and) existing or planned transit emphasis corridors, (and include) pedestrian-scale neighborhoods, and activity centers to (stimulate use of) <u>increase public</u> transit <u>ridership</u>, (and) <u>ridesharing, and other alternatives to driving-alone trips</u>.</p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus on supporting public transit and reducing vehicle miles travels
<p>Policy (2.E.3) 6.C.2: (Safe) <u>Transit-oriented development within unincorporated Snohomish County shall include safe</u>, pleasant and convenient access (shall be provides) <u>that provide</u> for pedestrians and bicyclists, as well as efficient transfer between all modes of travel.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Objective TR ((5-D)) 6.D: ((Participate)) <u>The County shall work</u> with the cities, <u>tribes</u>, transit agencies, ((Sound Transit)) and WSDOT in a cooperative planning process for public ((transportation)) <u>transit</u> and high-capacity transit.</p>	<ul style="list-style-type: none"> Updated to use the consistent term “public transit” Added “tribes” for better coordination
<p>((Objective TR 2-F)) Policy 6.D.1: ((To improve transit service throughout the county, local governments and transit agencies should evaluate the potential to expand)) <u>The County shall support the expansion of</u> Community Transit’s Public Transportation Benefit Area (PTBA) and((/or)) Sound Transit’s Regional Transit District (RTD) ((to urban growth areas beyond the current boundaries)).</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Revised to clarify the role of Snohomish County in supporting the expansion, rather than leading the evaluation, which would be handled by the transit agencies
<p>Policy ((8-D.4)) 6.D.2: Transportation facilities and services <u>within unincorporated Snohomish County</u> shall be cooperatively planned and developed to efficiently interface with ((marine)) <u>high-capacity transit, ferry, and passenger</u> air transportation terminals and facilities ((, and accommodate and complement existing and planned local land use patterns)).</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Land use consistency is already covered in Obj. TR 1.C
<p>Policy ((8-D.2)) 6.D.3: Transportation centers and terminals <u>within unincorporated Snohomish County</u> shall be located and designed to permit use by multiple modes of travel (e.g., bus, aviation, intercity rail, ferry, auto, bicycle, pedestrian/((disabled)) <u>people with limited mobility</u>, and high-capacity transit).</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy ((8-D.1)) 6.D.4: ((Public transportation modes (bus and rail) shall be planned)) <u>The County shall encourage regional and local transit agencies, and WSDOT to planned bus, rail and ferry transit services</u> that are time-coordinated and interconnected ((to increase level of service and ridership)).</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Revised to clarify the role of Snohomish County in supporting transit, rather than coordinating transit time schedules, which should be handled by the transit agencies
<p>Policy ((5-D.2)) 6.D.5: ((A system)) <u>The County shall support the development</u> of secure, conveniently located ((park and ride)) <u>park and ride</u> lots ((shall be provided)) to encourage <u>the</u> use of bus, ridesharing, and high-capacity transit ((services)).</p>	<ul style="list-style-type: none"> Clarifying the role of Snohomish County in supporting public transit, rather than providing it
<p>Policy ((2-B.6)) 6.D.6: ((Criteria shall be prepared)) <u>The County shall prepare criteria</u> for locating ((park and ride)) <u>park and ride</u> lots, transit stations, and similar components of a regional transportation system.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy ((5-D.4)) 6.D.7: The development of small park and ride lots in or near residential areas should be encouraged so that individual jurisdictions are not impacted with large park and ride lots.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization
<p>Policy ((5-D.3)) 6.D.8: Development review <u>within unincorporated Snohomish County</u> shall be performed with transit agency participation to ensure site plan compatibility with public ((transportation)) <u>transit</u> and other high-occupancy vehicles.</p>	<ul style="list-style-type: none"> Updated to use the consistent term “public transit”
<p>Objective TR ((10-C)) 6.E: ((In cooperation with WSDOT and the cities, encourage)) <u>The County shall encourage and support</u> continued and ((enhanced)) <u>coordinated</u> passenger rail transportation.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy ((10-C.1)) 6.E.1: ((Programs shall be established, in cooperation with WSDOT and AMTRAK, to upgrade)) <u>The County shall support the upgrade and expansion of regional and</u> interstate passenger rail service.</p>	<ul style="list-style-type: none"> Clarifying the role of Snohomish County in supporting public transit, rather than providing it
<p>Policy ((10-C.3)) 6.E.2: ((Rail transportation operators shall be assisted in improving the market for)) <u>The County shall support</u> passenger rail ((travel)) by making improvements to ((rail speed, safety, amenities,)) <u>rail crossings, access to passenger rail stations,</u> and connections to local public ((transportation)) <u>transit</u>.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise Revised to clarify the role of Snohomish County in supporting transit, rather than doing marketing for transit
<p>Policy ((10-D.6)) 6.E.3: ((Interim or co-existing)) <u>Co-existing</u> uses, such as freight rail, ((nonmotorized)) <u>active</u> transportation, and <u>other</u> recreational activities shall be considered and planned for within ((commuter)) <u>or adjacent to passenger</u> rail corridors <u>and stations within unincorporated Snohomish County</u>.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p align="center">Freight and Economic Development</p>	
<p>Goal TR ((10)) 7: Develop transportation systems that enhance the economic competitiveness of the ((county)) <u>County</u>, ((Puget Sound)) region, and ((state Goal TR 9: Enhance)) <u>State by enhancing</u> the <u>efficient</u> movement of goods, services, ((employees and customers)) <u>and workers</u>.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Objective TR ((9-B)) 7.A: Ensure efficient movement and access of freight ((vehicles)) to/from ((designated)) centers <u>designated on the Future Land Use Map</u>, and across and through the Puget Sound region.</p>	<ul style="list-style-type: none"> Reworded to be clearer and more concise
<p>Policy ((10-B.1)) 7.A.1: Railroad companies and shippers shall be encouraged to maintain rail freight service on lines that, if abandoned, would have a negative impact on the Snohomish County economy.</p>	<ul style="list-style-type: none"> Renumbered policy for better organization

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy ((10-B.4)) 7.A.2: (Efforts shall be pursued in cooperation with WSDOT) <u>The County shall support efforts</u> to preserve essential rail freight service that offers long-term economic benefits.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Clarified that rail preservation may not be only done through the county
<p>Policy ((10-D.2)) 7.A.3: (Linkages shall be coordinated) <u>The County shall encourage the coordination of linkages</u> between local transportation services, regional rail, and interstate rail services.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((10-D.3)) 7.A.4: (Rehabilitation) <u>The County shall encourage and support rehabilitation</u> or construction of new rail facilities that enable services to be maintained or enhanced (shall be encouraged and supported).</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Objective TR ((10-A)) 7.B: (Cooperate) <u>The County shall cooperate</u> with other jurisdictions to ensure adequate transportation services to and from major air, rail and water transportation facilities.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((10-A.1)) 7.B.1: Safe and efficient ground access on (county) <u>County</u> arterials shall be <u>built and</u> maintained to the major air, rail and water transportation facilities.</p>	<ul style="list-style-type: none"> • Clarifying that new ground access may be warranted in the future
<p>Policy ((9-B.3)) 7.B.2: (Terminals shall) <u>The County shall encourage freight to</u> be located and designed for efficient multimodal freight transfer and (direct) access to the (state highway, interstate,) <u>State highways, interstates, airports, rail terminals, and</u> (ferry systems) <u>water ports.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Clarifying Snohomish County’s role to support freight rather than site it
<p>Policy ((9-B.4)) 7.B.3: At-grade crossing of freight rail lines by roadway vehicle traffic <u>within unincorporated Snohomish County</u> shall be minimized as much as practicable.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Objective TR ((4-C)) 7.C: (Coordinate) <u>The County shall coordinate</u> with the cities and (state) <u>State</u> to prepare procedures to monitor and control the movement of hazardous cargos or materials on transportation facilities within the (county) <u>County.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((4-C.1)) 7.C.1: Enforcement of (federal and state) <u>State and Federal</u> regulations for <u>the</u> transportation of hazardous materials shall be supported <u>by the County.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((4-C.2)) 7.C.2: The <u>County shall discourage the</u> transport of hazardous cargo or materials (shall be minimized) through residential areas and centers (by restrictive routing and scheduling where practical) <u>designated on the Future Land Use Map.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p align="center">System Efficiency and Monitoring</p>	
<p>Goal TR ((5)) 8: Design <u>and enhance the</u> transportation system(s) <u>with projects and programs</u> that (are efficient in providing adopted levels of service) <u>improve efficiency and use multimodal Levels of Service (LOS) standards to monitor system performance.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Objective 8.A: <u>Develop and implement multimodal LOS standards that can be used to gauge the performance of the transportation system.</u></p>	<ul style="list-style-type: none"> • Added new objective to incorporate the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy ((5-A.2)) 8.A.1: (Transportation level of service) <u>The County’s LOS</u> shall be used in a manner that is consistent with growth management tools, which manage the rate of growth in rural areas and offer incentives to encourage more intense development within existing urban areas.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((5-A.3)) 8.A.2: Different (levels of service) <u>LOS</u> shall be allowed depending on development form, (and) intensity and density of land use, <u>and the characteristics of the transportation facility.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-A.5)) 8.A.3: Professionally accepted measures and methods shall be used in determining (transportation level of service) <u>LOS</u> and other travel-related information on (county) <u>County</u> and (state) <u>State</u> facilities.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy 8.A.4: <u>The County’s roadway LOS standards shall incorporate Average Daily Trip (ADT) and average vehicle travel speed.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.5: <u>In Urban Growth Areas, the County’s standard for arterials is for a LOS of E.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.6: <u>Outside of Urban Growth Areas, except for roadways designated as Rural Arterials with Urban Traffic, the County’s standard for arterials is for a LOS of C.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.7: <u>The County shall designate Rural Arterials with Urban Traffic where the arterial provides direct connections between UGAs, rural areas of more intensive commercial development, or between UGAs and Highways of Statewide Significance, and where they exhibit ADTs higher than the thresholds for urban arterials.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.8: <u>Rural Arterials with Urban Traffic will use that same LOS standard as arterials within UGAs.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy 8.A.9: <u>LOS standards for Qualifying Public Facilities may use a lower travel speed where the facility is needed to support existing residential development and will provide a public benefit to the residents of the area.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.10: <u>County arterials may be designated as at Ultimate Capacity if further capacity improvements would result in unwarranted public expenditure or severe environmental or community impacts and where provisions have been made for standards improvements, traffic safety, and required pedestrian and bicycle facilities.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Policy 8.A.11: <u>County arterials may be designated Multimodal Arterials if they are within an area planned to have transit supportive densities, are served by transit, and have continuous pedestrian and bicycle facilities appropriate for the area.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 with a strong focus on planning for multimodal transportation
<p>Policy 8.A.12: <u>LOS standards on county arterials at Ultimate Capacity and Multimodal Corridors shall include a higher ADT threshold.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Objective TR (7.A) 8.B: (Jointly plan, in) <u>In cooperation with other transportation providers ((cities, WSDOT, transit agencies, and ferry system)) the County shall plan and program adequate transportation systems ((such that development can proceed with order and according to the land use elements of local comprehensive plans. Objective TR 5.A: To comply with the Growth Management Act, cooperation will be established with the cities, transit operators, and WSDOT, regarding)) to meet the concurrency and (level-of-service) LOS requirements such that development can proceed <u>orderly and consistent with the Land Use Element.</u></u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise • Combined two objectives for conciseness
<p>Policy (5.A.4) 8.B.1: (Concurrency requirements for) <u>The transportation systems needed to provide for land developments in unincorporated areas, (shall be pursued by considering) adopted (level-of-service) LOS standards, and the financial resources available to make needed transportation improvements (for county roads) shall be considered in the development of concurrency requirements.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy (5.A.6) 8.B.2: <u>A systematic method shall be employed in calculating transportation (level-of-service) LOS as opposed to a single quantitative measure or single location technique.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy (5.A.7) 8.B.3: <u>Access to (nonmotorized) active transportation facilities and (high-occupancy vehicle transportation) public transit, in addition to automobiles, (should) shall be considered in making concurrency decisions.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (5.A.8) 8.B.4: (Level-of-service) <u>LOS shall be monitored on (county) County arterials and performance of (state) State highways shall be reported as required by the Growth Management Act.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy (5.A.9) 8.B.5: <u>Monitoring of (multimodal level-of-service) LOS shall be coordinated with WSDOT, transit agencies, and adjacent local jurisdictions.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy (1.B.4) 8.B.6: <u>Transportation facilities or (levels-of-service) LOS which generate pressures for land use change shall not be programmed or adopted where they are inconsistent with (local comprehensive plans) the County’s Comprehensive Plan.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (7.A.1) 8.B.7: (First consideration shall be given to) <u>The County shall prioritize improvements that enhance the safety and effectiveness of existing transportation facilities and services and/or use of high-occupancy vehicles.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy 8.B.8: <u>Developments adding new traffic to Ultimate Capacity Arterials or Multimodal Corridors are required to incorporate additional transportation mitigation for proposed development and provide a higher level of Transportation Demand Management (TDM) measures.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element • Incorporated language from the old policy TR 5.A.1
<p>Policy 8.B.9: <u>On Ultimate Capacity Arterials and Multimodal Corridors, the County will include Transportation Systems Management (TSM) and arterial access management measures.</u></p>	<ul style="list-style-type: none"> • Incorporating the county’s roadway Level of Service (LOS) standards into policy from the narrative section of the Transportation Element
<p>Objective TR (5.B) 8.C: (Participate) <u>The County shall participate in statewide and regional Transportation Demand Management (TDM) programs aimed at reducing peak period traffic congestion, discouraging the use of single-occupant vehicles, and increasing use of public (transportation) transit.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (5.B.1) 8.C.1: (Employers) <u>The County shall encourage employers in the (urbanized area shall be encouraged) urban areas to offer trip reduction programs for employees.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy (5.B.2) 8.C.2: (Transportation) <u>The County shall collaborate with WSDOT, cities, tribes, and transit agencies on planning for transportation facilities and equipment used to support efficient delivery of transportation services, such as (park-and-ride) park and ride lots, (park-and-pool) park and pool lots, buses, and vanpool vehicles (shall be planned and used to allow efficient delivery of transportation services).</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy ((5-B.3)) 8.C.3: ((A)) <u>The County shall encourage the development of</u> regional ((program shall be maintained)) <u>programs</u> to promote and facilitate ridesharing in cooperation with ((city, state)) <u>cities, tribes, WSDOT,</u> and transit agencies.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-B.4)) 8.C.4: Reasonable statewide and regional efforts to reduce commuter trips by single-occupant vehicle shall be supported by Snohomish County.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((5-B.5)) 8.C.5: Developments <u>within unincorporated Snohomish County</u> shall be required to provide, or contribute to, reasonable ((transportation demand management)) <u>TDM</u> measures that improve roadway efficiency and operations.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Objective TR ((5-C)) 8.D: ((Work to reduce parking demand by requiring)) <u>Require within unincorporated Snohomish County</u> accommodation within site plans for pedestrians, public ((transportation)) transit, ridesharing, and bicycles <u>to reduce the demand for parking.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-C.1)) 8.D.1: Minimum and maximum off-street parking stall ratios shall be considered for different land uses to provide safe and adequately sized parking facilities <u>within unincorporated Snohomish County.</u></p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((5-C.2)) 8.D.2: Preferential and convenient parking shall be provided for applicable land uses <u>within unincorporated Snohomish County</u> as an incentive for using carpools, vanpools, and bicycles.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((5-C.5)) 8.D.3: Developers of new sites <u>within unincorporated Snohomish County</u> shall ((accommodate mobility of)) <u>include facilities for</u> pedestrians, <u>including those with disabilities.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 to focus more specifically on equity and inclusion, and supporting persons with disability (e.g., MPP-T-9, MPP-T-10, CPP-TR-5)
<p>Policy ((2-B.3)) 8.D.4: Single-occupant vehicle use shall be discouraged through parking management (e.g., preferential parking for high-occupancy vehicles, limiting maximum allowable parking for employment-intensive land uses, or shared parking requirements).</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Objective TR ((9-A)) 8.E: In cooperation with the cities, <u>tribes,</u> transit agencies and WSDOT, <u>the County shall</u> prepare congestion management ((solutions)) <u>strategies</u> for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and midday periods.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((9-A.1)) 8.E.1: ((Opportunities)) <u>The County</u> shall ((be encouraged)) <u>encourage</u> and provided for ((the)) public and private-sector employers to share responsibility and participate in ((transportation demand and congestion management)) <u>Transportation Demand Management (TDM).</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Objective TR ((5-E)) 8.F: ((Sponsor)) <u>The County shall sponsor</u> education programs ((regarding)) <u>that encourage</u> alternative modes of transportation <u>to driving alone.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-E.1)) 8.F.1: An ongoing public awareness program for ridesharing and public ((transportation)) <u>transit</u> shall be established <u>by the County</u> in cooperation with ((Sound Transit, Community Transit and Everett Transit)) <u>transit agencies.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-E.2)) 8.F.2: Workshops for community and business groups shall be sponsored <u>by the County</u> to promote high-occupancy vehicle use in cooperation with ((Sound Transit, Community Transit and Everett Transit)) <u>transit agencies.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((5-E.3)) 8.F.3: Local school districts shall be encouraged <u>by the County</u> to develop formal education programs on alternative modes of transportation.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p align="center">System Improvements and Financing</p>	
<p>Goal TR ((7)) 9: ((Prioritize)) <u>Analyze, prioritize,</u> and finance transportation improvements for the greatest public benefit.</p>	<ul style="list-style-type: none"> • Incorporating the important step of analyzing
<p>Objective TR ((7-B)) 9.A: ((Coordinate)) <u>The County shall coordinate</u> transportation improvement programming to equitably assign the costs of transportation system improvements associated with new development to developers, the ((county)) County, ((and)) cities, <u>and tribes.</u></p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((7-A.5)) 9.A.1: A locally and regionally coordinated six-year ((program)) <u>Transportation Improvement Program</u> shall be prepared <u>by the County</u> that finances transportation improvements within projected funding levels and clearly identifies sources of public money.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((7-A.4)) 9.A.2: ((Transportation)) <u>The County's transpiration</u> improvement programs shall consider the extent to which they fulfill the objectives of the <u>State and</u> regional transportation ((plan)) <u>plans,</u> transit ((agencies')) <u>agency</u> plans, and the ((county's)) <u>County's</u> and cities' comprehensive plans.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((7-B.1)) 9.A.3: ((Interlocal agreements)) <u>The County</u> shall ((be negotiated and adopted)) <u>pursue the negotiation and adoption of interlocal agreements</u> that define a common system of multimodal transportation impact mitigation, including provisions for development/design review and the equitable assessment and sharing of mitigation costs.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization

<p align="center">Proposed Draft Goal/Objective/Policy: Proposed <u>new text</u> and proposed (removed text)</p>	<p align="center">Findings</p>
<p>Policy ((7.B.2)) 9.A.4: Common standards for evaluating the impacts of development shall be considered <u>by the County</u> in cooperation with the cities <u>and tribes</u> for new development, including guidelines on scope, content, and methodology.</p>	<ul style="list-style-type: none"> • Incorporating the tribes for better collaboration
<p>Policy ((7.B.3)) 9.A.5: The travel demand generated by a development <u>within unincorporated Snohomish County</u> shall be used as the primary measurement in establishing the proportionate share of (roadway capacity-related) <u>transportation</u> improvements which a proponent shall be required to assure.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((7.B.4)) 9.A.6: Each phase of development <u>within unincorporated Snohomish County</u> shall be accompanied by a program to provide for mitigation of off-site traffic impacts with its share of mitigation prorated among phases of the development and beneficiaries of any improvements.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((7.B.5)) 9.A.7: Where (proponents of land development) <u>developers within unincorporated Snohomish County</u> commit to a feasible (transportation demand management) <u>Transportation Demand Management</u> program, they shall receive credit for reductions in traffic impacts they generate.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((7.B.6)) 9.A.8: The (county) <u>County</u> shall monitor, <u>re-evaluate</u>, and adjust, when appropriate, its transportation impact fee program, as authorized under the GMA, to help fund the cost of (road system capacity) <u>transportation</u> improvements required to serve new <u>growth and development</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy 9.A.9: <u>The County shall establish a regular funding source for stand-alone active transportation projects to fill in priority gaps in the pedestrian and bicycle networks.</u></p>	<ul style="list-style-type: none"> • The MPPs were amended in 2020 and the CPPs were amended in 2021 and include a strong focus on supporting active transportation.
<p>Policy 9.A.10: <u>The County shall evaluate opportunities to consolidate multiple stand-alone active transportation projects together, especially when the projects could create connected pedestrian and bicycle networks, into a single project that provides savings or makes the project more competitive for State and Federal funding.</u></p>	<ul style="list-style-type: none"> •
<p>Policy ((7.A.3)) 9.A.11: A cost estimating process, compatible with other transportation agency processes, shall be used to estimate <u>the</u> costs of proposed transportation system improvements <u>within unincorporated Snohomish County</u>.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((7.A.6)) 9.A.12: (A process shall be established for reassessing first the levels of service and then the land use elements) <u>The County shall reassess the Land Use Element</u> of the (county's comprehensive plan) <u>County's Comprehensive Plan</u> if transportation funding falls short of meeting the existing and projected needs.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Objective TR ((4.F)) 9.B: (Collaborate) <u>The County shall collaborate</u> with cities, <u>tribes, and WSDOT</u> to maintain and preserve transportation facilities by developing common management procedures, identifying predictable funding, and implementing contemporary safety practices.</p>	<ul style="list-style-type: none"> • Incorporating the tribes and WSDOT for better collaboration
<p>((Objective TR 2.A)) Policy 9.B.1: (In cooperation with the cities and transit operating agencies,) <u>The county shall</u> make the (designated) centers <u>designated on the Future Land Use Map</u> the focus of (residential and employment growth and) transportation investment in unincorporated (county) <u>County</u> areas.</p>	<ul style="list-style-type: none"> • Reworded to be clearer and more concise
<p>Policy ((4.F.1)) 9.B.2: Effective maintenance and preservation programs shall be pursued <u>by the County</u> to protect investments in existing transportation facilities and achieve lower overall life-cycle costs.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization
<p>Policy ((4.F.2)) 9.B.3: Investments in operations, pricing programs, demand management strategies, and system management activities shall be pursued <u>by the County</u> to reduce the need for transportation capital improvements.</p>	<ul style="list-style-type: none"> • Renumbered policy for better organization

Proposed Transportation Element Objectives/Policies to be Deleted

Note: Policy numbers referenced below in the reasons for removal are referencing the proposed numbering, not the existing numbering.

Proposed Objective/Policy to be Removed:	Reason for Proposed Removal
(Policy 1.A.3: Public transportation shall be limited, outside the urban area, to a level of service appropriate for low density population.)	<ul style="list-style-type: none"> Unnecessary and may be counterproductive. Transit follows populations/needs, not the other way around. It's not anti-GMA to serve transit in rural areas and there are several rural transit agencies in WA. Pressures for rural growth are primarily managed by land use decisions.
(Policy 1.B.1: Future land use projections shall be based on comprehensive plans so that adequate rights-of-way for all modes of travel can be identified and preserved as areas develop.)	<ul style="list-style-type: none"> Unnecessary and confusion.
(Policy 1.B.3: Land use designations shall be reviewed where roadway construction or upgrading to serve designated land use intensities is not physically or financially feasible or where concurrency cannot be achieved.)	<ul style="list-style-type: none"> Written confusingly. The concepts are covered more clearly under policy TR 8.B.9.
(Policy 2.A.5: A regionally coordinated system of bikeways and walkways shall be planned to serve the designated centers and transportation centers.)	<ul style="list-style-type: none"> This policy is redundant with the revised policy TR 5.A.4.
(Objective TR 2.B: In cooperation with the cities, promote a variety of convenient transportation services to compact and attractively designed centers.)	<ul style="list-style-type: none"> This objective is covered under a variety of locations, including Objectives TR 1.A, 1.B, and 7.A, and in polices TR 4.A.1, 4.A.2, 4.B.8, 5.A.4, 5.A.7, 6.A.3, 6.A.4, and 9.B.1. The policies under this objective were all moved to more relevant locations and are now the following policies TR 4.B.8, 4.B.15, 5.B.3, 6.D.5, and 8.D.4, and LU 3.B.8.
(Objective TR 2.D: The county, cities, and transit agencies, within the Southwest Urban Growth Area (UGA), will collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend to the Everett Regional Growth Center as funding allows.)	<ul style="list-style-type: none"> This objective is covered under the Objectives TR 1.A and 1.B, and other policies. The policies moved under coordination Objective TR 1.A. The policies under this objected were all moved to more relevant locations and are now the following policies TR 1.A.5, 1.A.6, and 1.C.3.
(Policy 2.F.1: Revenues that will be generated from expanded areas should be calculated thoughtfully using professionally accepted methods.)	<ul style="list-style-type: none"> Generally outside of the scope of Snohomish County's work. This type of analysis will be handled by the transit agencies and provided as part of any vote taken on considering the expansion of transit districts.
(Policy 2.F.2: Transit service improvements and benefits to the community should be determined prior to considering expansion of the PTBA and RTD.)	<ul style="list-style-type: none"> Generally outside of the scope of Snohomish County's work. Transit agencies will need to identify these improvements and present them to the public before a vote is taken on consideration of expanding transit districts.
(Policy 2.F.3: Roles of countywide and regional transit agencies should also be determined in providing transit services and facilities.)	<ul style="list-style-type: none"> Generally outside of the scope of Snohomish County's work. The transit agencies will need to determine coordination and their roles/responsibilities amongst themselves.
(Policy 2.F.4: Consistency with local comprehensive plans, related transportation elements, and regional growth and transportation plans should be maintained.)	<ul style="list-style-type: none"> Redundant with Objective TR 1.B and its policies.
(Policy 4.B.2: Sufficient general purpose and high occupancy vehicle lane capacity shall be provided to safely move traffic within primary roadway corridors.)	<ul style="list-style-type: none"> Lane capacity doesn't generally correlate with safety. Roadway capacity is covered under LOS standards under Objective TR 8.A. HOV lanes as included in policy TR 6.A.4. Safety policies that are more appropriate/useful are included under Goal TR 2.
(Objective TR 4.D: Restrict direct vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow.)	<ul style="list-style-type: none"> This objective is overly specific and has is proposed to be replaced with new Objective TR 4.C and the subsequent polices.
(Policy 4.D.6: Driveways shall be located in a manner that provides adequate sight distance for all traffic movements and does not interfere with traffic operations at intersections.)	<ul style="list-style-type: none"> This policy is redundant with policy TR 4.C.4.
(Policy 4.E.3: Pedestrian facilities shall be encouraged that maintain access between public facilities and residential areas especially where they serve a safety purpose.)	<ul style="list-style-type: none"> Duplicate policy of TR 5.A.6.
(Policy 5.A.1: The county shall identify additional transportation mitigation for proposed developments that impact roadways determined to be at ultimate capacity.)	<ul style="list-style-type: none"> Replaced with the new policy TR 8.B.10 that is more consistent with how the county handles impacts from developments onto ultimate capacity roadways.
(Policy 5.C.4: Parking in business districts shall be managed to favor shoppers and clientele and discourage long-term employee parking.)	<ul style="list-style-type: none"> Not something that is generally under the county's role. Owners/managers of shopping centers will govern how parking for employees should be handled.

Proposed Objective/Policy to be Removed:	Reason for Proposed Removal
((Policy 5.D.1: The design and location of bus transit facilities and other transportation modes shall be coordinated with ferry terminals.))	<ul style="list-style-type: none"> Generally not Snohomish County's role. Transit agencies will determine the most appropriate location for their stops/stations and should be coordinating themselves with WSDOT. Snohomish County's role in this is covered under Objective TR 6.D and the subsequent policies.
((Policy 6.A.3: Aesthetic and visual values shall be considered in the location and design of transportation facilities.))	<ul style="list-style-type: none"> Subjective and difficult to enforce. Aesthetics are covered in SEPA already.
((Policy 7.A.7: The land use element, the planned transportation improvements, and the finance plan shall be coordinated and consistent.))	<ul style="list-style-type: none"> Covered in various policies under Goal TR 1
((Policy 8.A.1: Interlocal agreements with the cities shall establish a framework for determining consistency among local transportation plans.))	<ul style="list-style-type: none"> Not a practice Snohomish County currently does. Coordination/consistency is already a requirement of GMA and covered under Objective 1.B and subsequent policies.
((Policy 8.A.2: Common transportation service areas shall be considered in order to establish a geographic basis for joint projects, mitigation programs, and finance methods.))	<ul style="list-style-type: none"> Not a practice Snohomish County currently does. Equitable financing is covered under Objective TR 9.A and subsequent policies.
((Policy 8.B.1: Coordination with adjacent counties shall occur through Skagit and Peninsula regional transportation planning organizations.))	<ul style="list-style-type: none"> We are already required to work with PSRC and do not need this policy for that. When we coordinate with neighboring counties, our practice is to work directly with those counties.
((Objective TR 8.D: Participate with the cities, Sound Transit, Community Transit, Everett Transit, King County-METRO, Marine Division of WSDOT, and passenger and freight railroad companies in establishing compatible schedules and terminal locations.))	<ul style="list-style-type: none"> Generally not Snohomish County's role. Transit agencies, WSDOT and freight rail companies should be coordinating themselves. Snohomish County's role in this is covered under Objective TR 6.D and the subsequent policies, and under Objective TR 7.B and subsequent policies.
((Policy 8.D.3: Transit routes and facility locations, schedules and passenger fares of public transportation services shall be coordinated for Skagit, King, Island, and Snohomish Counties.))	<ul style="list-style-type: none"> Generally not Snohomish County's role. Transit agencies should be coordinating with each other within/outside the county. Snohomish County's role in this is covered under Objective TR 6.D and the subsequent policies.
((Policy 8.D.5: Multimodal intersection points shall be emphasized at efficiently designed terminals that include regionally coordinated fare and ticketing systems.))	<ul style="list-style-type: none"> Fare and ticketing are generally not Snohomish County's role. Policies related to Snohomish County's role supporting transit are covered under Goal TR 6.
((Policy 9.A.3: Transit routes and schedules shall be planned to enhance customer and employee access to commercial centers.))	<ul style="list-style-type: none"> Generally not Snohomish County's role. Snohomish County's role in this is covered under Objective TR 6.D and the subsequent policies.
((Policy 9.B.1: Convenient truck routes for the rural and urban areas of the county shall be designated, designed, and maintained.))	<ul style="list-style-type: none"> Not a current practice of Snohomish County. Roadway LOS is covered under Object TR 9.A and subsequent policies. Freight supportive policies are covered under Goal TR 7.
((Policy 9.B.2: The navigability and efficiency of the marine and inland waterways shall be maintained.))	<ul style="list-style-type: none"> Generally not Snohomish County's role. This is generally State and Federal agencies' roles.
((Objective TR 10.B: In cooperation with WSDOT and the cities, encourage continued and enhanced freight rail transportation.))	<ul style="list-style-type: none"> Generally not a road of Snohomish County. Policies related to the county's support of freight rail are covered under Goal TR 7.
((Policy 10.C.2: WSDOT shall be supported in pursuing development of a western Washington passenger rail corridor.))	<ul style="list-style-type: none"> This proposed new rail line is already built as Amtrak's Cascade. Policies related to the county's support of future passenger rail service are covered under Objective TR 6.E and subsequent policies.
((Objective TR 10.D: Pursue transportation programs and policies that directly enhance the operating and capital resources of freight and passenger rail transportation.))	<ul style="list-style-type: none"> Unnecessary. Policies related to the county's support for passenger rail are covered under Objective TR 6.E and subsequent policies. Policies related to the county's support for freight rail are covered under Goal 7.
((Policy 10.D.1: WSDOT's efforts shall be supported in pursuing the Rail Bank Program to preserve and acquire essential abandoned railroad rights-of-way for future rail use and economic development.))	<ul style="list-style-type: none"> Not necessary. This is no longer an active program and even if this program started up again, removing this policy doesn't mean the county would not support WSDOT's efforts. Other policies supporting preservation of railway rights-of-way are covered under Objective TR 5.C and subsequent policies, as well as policy TR 6.E.3.
((Policy 10.B.2: The Snohomish County Economic Development Council shall be supported in its work to attract businesses that increase the use of freight rail services and discourage rail line abandonments.))	<ul style="list-style-type: none"> Not generally Snohomish County's role. Other policies supporting preservation of railway rights-of-way are covered under Objective TR 5.C and subsequent policies, as well as policy TR 6.E.3.
((Policy 10.B.3: Nonrail shippers shall be informed as to the benefits of transporting their products by rail for long distance hauling.))	<ul style="list-style-type: none"> Not generally Snohomish County's role.
((Policy 10.D.5: Compatible land uses and densities shall be planned at key rural locations to support and enhance countywide rail corridors.))	<ul style="list-style-type: none"> Already covered under Land Use policies. Not a transportation policy.

Proposed Objective/Policy to be Removed:	Reason for Proposed Removal
((Policy 10.D.7: Impacts on resource lands, the natural environment, and the surrounding area shall be considered with regard to preservation and use of abandoned railroad rights-of-way.))	<ul style="list-style-type: none">• Redundant with policy TR 5.C.3.

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Proposed Transportation Element Policies Moved out of the Transportation Element

Note: See the policy tables for the new locations to see any revisions to these policies

New Location	Proposed Objective/Policy to be Removed:
Subarea UC 7.6	Policy ((2-A.4)): An interconnected system of high-occupancy vehicle (HOV) lanes and treatments shall be provided to serve the designated centers and transportation centers within the urban area.
LU 2.B.5	Policy ((2-C.1)): Transit-compatible and transit-oriented land uses and densities within transit emphasis corridors shall be implemented that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ mile of the transit emphasis corridor.
LU 2.B.5	Policy ((2-E.2)): Transit service shall be supported by planning for the appropriate mix of development that includes both employment and housing uses.
LU 3.B.8	Policy ((2-B.2)): High-occupancy vehicle use and alternatives to single-occupancy vehicles shall be promoted in centers through higher density single-family and multi-family developments.
LU 5.D.5	Policy ((5-D.5)): The county and cities should encourage transit supportive land uses in non-contiguous UGAs in order to help preserve transit service between non-contiguous cities.
LU 2.B.11	Policy ((10-D.4)): Land use types and densities shall be established along rail corridors in Urban Growth Areas that support freight and passenger rail transportation consistent with other elements of the plan.

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