# 6. Transportation Element

Pursuant to the Growth Management Act, the transportation element of each comprehensive plan must include the following elements:

1. Inventory of all transportation facilities and services (land, air and water including transit alignments);
2. Land-use assumptions used in estimating travel forecasts;
3. Identification of system expansion needs and transportation system management needs to meet current and future demands;
4. Level of service standards for all arterial and transit routes;
5. Specific actions and requirements for bringing into compliance any facilities or services that are below the established level of service;
6. Traffic forecasts (based on an adopted land-use plan) to provide information on the location, timing, and capacity needs of the future;
7. Finance, including a multi-year financing plan and identification of additional funding sources if there is a funding shortfall;
8. Intergovernmental coordination; and
9. Demand management strategies.

This chapter will first establish Sumas's transportation-related goals and policies. It next will demonstrate how the transportation element meets the requirements listed above. Finally, it will contain sections describing Existing Conditions and Future Conditions.

## Goals and Policies

In consideration of the needs and issues identified within this chapter, the City of Sumas adopts the following goals and policies:

**Goal**: Provide transportation systems that provide convenient and safe access to employment, educational and recreational opportunities for citizens and visitors, and that provide for the movement of goods and services.

**Policy**: The city should control access to arterials and connectors in order to minimize disruption of traffic.

**Policy**: The city should require new subdivisions to front on connectors and arterials rather than state routes.

**Policy**: The city should establish and maintain connectivity between new subdivisions, benefiting pedestrians, automobiles, utilities, and emergency services.

**Policy**: The city should keep industrial / commercial truck traffic off residential and local streets.

**Policy**: Within the city's financial ability to do so, the city should bring poor roads up to standard.

**Policy:** The city should consider Intelligent Transportation Systems, when cost effective, to increase the capacity and safety of the transportation system.

**Goal**: Coordinate transportation planning and construction with neighboring jurisdictions and with the state.

**Policy**: The city adopts LOS "D" (V/C ratio of 0.8 during p.m. peak hours) for non-HSS state routes within city limits.

**Policy**: The city adopts LOS "D" for city-designated principal arterial streets.

**Policy:** The city should participate in the regional planning processes coordinated by Whatcom Council of Governments (WCOG), including the IMTC process.

**Policy**: The city should coordinate with the Washington State Department of Transportation (WSDOT) with regard to state routes.

**Policy**: The city should coordinate with Whatcom County with regard to county arterials and collectors.

**Policy**: The city should coordinate with WTA with regard to transit.

**Policy:** The city should coordinate closely with Whatcom County during annexations and work toward solutions providing long-term benefit to citizens of both the city and the region.

**Policy:** The city should incorporate Intelligent Transportation Systems initiatives and projects into the Whatcom Regional ITS Architecture.

**Goal**: Build and operate facilities as efficiently as possible.

**Policy**: The city should maintain and preserve the existing transportation system.

**Policy**: The city should pursue low-cost funds such as grants and subsidized loans.

**Policy**: The city should undertake effective planning and build only what has been planned.

**Policy**: The city should coordinate road projects with utility projects.

**Policy**: The city should adopt road design standards that are sensible and that do not needlessly increase cost.

**Goal**: Allocate costs fairly among those that benefit.

**Policy**: The city should use SEPA to mitigate off-site impacts associated with new development and redevelopment.

**Policy**: The city should use "no-protest" agreements, when appropriate, as a means of allowing approval of individual small-scale projects, while still providing for eventual construction of necessary improvements through formation of LIDs.

**Policy**: Facilities providing benefit to both newcomers and existing residents should be paid for by both groups, with each group paying a share proportional to their corresponding benefit.

**Policy**: The city should require all developments to provide transportation facilities meeting adopted levels of service and other standards to be provided concurrent with completion of such developments; otherwise, the city should not issue permits and approvals for such developments until concurrency requirements have been met.

**Goal**: Encourage system efficiency, energy conservation and minimize impacts to the environment.

**Policy**: The city should support development of park-and-ride facilities when feasible.

**Policy**: The city should control stormwater run-off in order to reduce impacts to ground and surface waters.

**Policy:** The city should consider use of Intelligent Transportation Systems (ITS) that will reduce the need for construction, decrease emissions through reduced delays and idling times, and enhance the transportation network in a way that minimizes noise and environmental impacts, and preserves open space.

**Policy:** The city should research opportunities for requiring commercial truck traffic coming from or going to the international border crossing to travel through the industrial district to reduce congestion on Cherry Street. Utilization of ITS should be considered.

## GMA Requirements

This chapter meets GMA requirements as shown below:

### 1. Inventory of Transportation Facilities

The Existing Conditions report in this chapter includes an inventory and assessment of transportation facilities in the City of Sumas.

### 2. Land Use Assumptions

The Land Use element of this comprehensive plan (Ch. 3) gives a detailed description of the land use assumptions for the twenty-year planning period. Map 8 in the Land Use element shows the expected pattern of development on which this transportation plan is based.

### 3. Identification of Needs

Citizen input is a key to identifying the needs of the community. A public workshop, survey and results of a 1992 survey were used to identify transportation needs of the Sumas community.