

Chapter 3 Appendix

County Visioning Process

CWCOG staff initiated county visioning processes through first presenting a list of themes, which were gathered from the transportation elements of area comprehensive plans. These themes were used as a starting point for exercises where the stakeholders were asked to develop a list of local transportation issues. Once the lists were developed and discussed, the stakeholders then prioritized the needs or issues through popular vote. Planning staff relied on the top needs or issues to craft each county's transportation vision and guiding principles. The guiding principles were used to help develop a list of goals and policies, which were also partly shaped by the full list of issues. Each group of stakeholders was asked to modify or enhance the language of each piece before being finalized through group consensus.

Policy Elements for the Five Counties

Cowlitz County Vision

Building on the foundation of Cowlitz County's existing assets, we envision a well-maintained and designed transportation system that provides mobility, accessibility, and connectivity for people, goods and services. The transportation system will:

- Promote accessibility and mobility by improving multi-modal transportation choices.
- Provide attainable and economically sustainable solutions to connect communities and maintain infrastructure for people and freight.

Cowlitz County Guiding Principles

- Preserve and enhance the efficiency of Cowlitz County's existing transportation infrastructure by coordinating with regional partners to maximize funding.

- Increase the regional mobility and connectivity of freight (marine, rail, roadway, and air) through a balanced and interconnected transportation system.
- Create a well-connected system of bicycle and pedestrian facilities.
- Plan for transportation corridors so they can accommodate future demand, Multi-modal users, and utility expansion.
- Expand and maintain a public transit system that enhances mobility choices, increases ridership, and improves efficiency through coordination between all stakeholder agencies.

Cowlitz County Goals and Policies

Goal 1: Preserve and enhance existing transportation infrastructure and funding levels.

- Policy 1a: Encourage regional coordination, cooperation, and decision-making to develop a transportation system that is maintained and improved through adequate investment.
- Policy 1b: Preserve and maintain the existing transportation infrastructure and services to optimize capacity and reliability, and improve travel and safety conditions.
- Policy 1c: Create and maintain a transportation network that enhances safety for all travel modes, and access for all land uses.
- Policy 1d: Facilitate cooperation between public, private and non-profit organizations in the development, funding, and management of transportation infrastructure.

Goal 2: Sustain economic competitiveness and prosperity through freight mobility.

- Policy 2a: Provide a transportation system that accommodates safe, effective, efficient, and coordinated movement of freight to promote Cowlitz County's function as a gateway for regional, national, and international commerce.
- Policy 2b: Provide a safe and efficient freight transportation system that supports the region's economic well-being, and minimizes negative impacts on land-use and the environment.

- **Policy 2c:** Support a multi-modal freight transportation system that includes trucking, rail, marine services, and air cargo connections to facilitate competitive choices for the movement of goods and freight.

Goal 3: Expand opportunities for alternative travel modes that also promote health, such as bicycling and walking, throughout the county.

- **Policy 3a:** Create a safe and comprehensive network of bicycle and pedestrian facilities integrated into the county transportation system which provides alternatives to automobile travel; links resources and destinations; provides greater connectivity between neighborhoods, employment hubs, schools, and parks; increases recreational opportunities; promotes healthy lifestyles; and enhances the quality of life in Cowlitz County.
- **Policy 3b:** Increase public awareness and knowledge about the economic, environmental and health benefits of walking and biking as practical modes of transportation.

Goal 4: Expand and improve transportation corridors.

- **Policy 4a:** Coordinate timing of utility upgrades and expansions with transportation infrastructure improvements.
- **Policy 4b:** Promote designs for new or widened roadways that include sufficient width to accommodate anticipated future demand, utility expansion, emergency vehicle access, and for safe bicycle and pedestrian facilities.

Goal 5: Maintain and enhance a comprehensive transit system.

- **Policy 5a:** Promote a public transportation system that provides all residents with access to employment centers, commercial areas, recreational facilities and other destinations within Cowlitz County and the region.
- **Policy 5b:** Maintain and expand an accessible, reliable, convenient, and safe public transportation system of buses, vanpools, carpools, and transportation services to assist people with special needs.

- **Policy 5c:** Improve access and coordination between public transportation providers throughout and across counties.
- **Policy 5d:** Promote increased transit use through service enhancements and expansion, improved pedestrian and bicycle linkages, and encouraging transit-oriented development patterns.

Cowlitz County Long-Range Strategies

Active Transportation

- Comprehensive Network Strategies:
 - Implement/construct the proposed active transportation network to connect population centers, popular destinations, and existing active transportation facilities.
 - Collaborate with advocacy groups (i.e., Walkable Cowlitz, COTM, walking and biking clubs) to build community support to implement projects.
 - Seek consensus amongst agencies. Work with cities, counties, technical advisors, health agencies, and non-profits to create an interconnected active transportation network.
 - Develop and adopt a methodology to prioritize projects that incorporate feasible active transportation projects and improvements.
 - Gain support from elected officials in order to implement the proposed active transportation network.
- Funding Strategies:
 - Encourage the development of a dedicated/reoccurring (non-local) funding source for bicycle and pedestrian facilities for all jurisdictions within Cowlitz County.
 - Work with Elected officials to:
 - Identify and set aside matching funds for bicycle and pedestrian facilities.

- Establish an ongoing fund dedicated to maintain bicycle and pedestrian facilities.
 - Pursue private funding (i.e., foundations, corporations) for active transportation improvements.
- Public Transportation Connections Strategies:
 - Develop educational campaigns to promote bikes on buses.
 - Bike rack instructions at RiverCities bus shelters and key destinations
 - Short video on how to use bike racks
 - Work with cities, county, agencies, employers, businesses, and others to provide bicycle infrastructure at destinations (i.e., bicycle racks, benches, bike lockers, bus shelters, showers at work sites).
- Safety Strategies:
 - Prioritize new bicycle and pedestrian facilities that are separated from roadways.
 - Develop and implement programs that educate all users on the rules of the road and safety
 - Public Awareness Media Campaign (e.g., Public Service Programming on local radios, in local newspapers, and on visible social media platforms)
 - Posters at transit kiosks
 - Install/promote consistent signage at all existing active transportation facilities to direct users to destinations.
 - Work with law enforcement to reinforce compliance with bicycle, pedestrian, and traffic laws (all users).
 - Maintain existing active transportation facilities (i.e., clear debris, patch holes).
 - Reduce speeds along designated corridors in order to encourage bicyclist and motorist to share the road.
 - Identify corridors for potential designation

- Employ effective traffic calming measures to reduce speed (i.e., pavement marking, paint)
- Identify where road diets can be implemented (to reduce lane width and add bike lanes)

Freight

- Increase Capacity Strategies:
 - Improve and maintain infrastructure critical to port operations and growth. Focus on berth dredging and berth expansion/creation.
 - Preserve and improve access to ports by supporting channel depth efforts.
 - Improve rail/roadway safety at bridges and at-grade railroad crossings.
 - Increase rail capacity through additional tracks or new technology to accommodate future rail freight and passenger rail.
 - Explore the expansion of the regions' airport operations by expanding its runway, supporting some cargo operations.
 - Support the (natural gas) pipeline network expansion.
 - Improve and maintain existing transportation infrastructure, particularly the region's arterials that make up vital connections for the businesses and industries to move freight and goods. Focus efforts on the following projects:
 - Exit 30 reconfiguration—Kalama
 - Exit 22—Woodland
 - SR 432 corridor improvements
 - Major logging truck routes (Rose Valley Road, plus others)
 - Re-designation of SR 4 to Allen St.—Kelso
 - Exit 32 interchange/access—Kalama
- Increase Efficiency Strategies:

- Coordinate with local land use planning efforts to ensure that current and future freight/industrial needs along the I-5 corridors are addressed.
- Invest and implement Intelligent Transportation System strategies to optimize the efficiency and capacity of the freight transportation system.
- Engage elected officials, legislators, and congressmen to advance high priority freight transportation projects.
- Educate decision makers and stakeholders on the economic benefits and necessity of goods movement.

Roadways

- Alternative Energy Fueling Stations Strategies:
 - Encourage the development and ensure the accessibility of alternative energy fueling stations throughout Cowlitz County
 - Develop/implement identification signs to assist with the wayfinding of alternative energy fueling stations.
- At-Grade Rail Crossings Strategies:
 - Implement advanced technologies (ITS) and systems at highway-railroad at-grade crossings to warn of railroad blockages and advice on alternative routes.
 - Work with Federal, state, and local governments to identify at-grade crossings that will qualify for quiet zone implementation.
- Bridges Strategies:
 - Maintain the safety and reliability of the existing bridge infrastructure in Cowlitz County.
 - Coordinate with WSDOT and Fish and Wildlife to identify high-priority fish passage barriers when replacing culverts with bridges.
- Multi-modal Inclusion and Accommodation Strategies:
 - Work with WSDOT, CWCOG, and local governments to identify safety issues along strategic multi-modal

corridors and implement appropriate solutions where necessary.

- Connect existing and future bicycle and pedestrian network to other transportation modes/networks (i.e., transit, trains, alternative fuel stations, park and ride facilities) and high-volume areas/destinations in Cowlitz County.
- Incorporate safe and convenient walking and bicycling elements into transportation projects during the design phase.
- Preservation and Enhancement Strategies:
 - Dedicate Federal road funds to capacity, technology, and condition preservation and upgrade projects to encourage consistent improvement of the regional roadway network.
 - Foster interagency collaboration to seek, secure, and prioritize the most effective funding solutions to maintain and upgrade the existing transportation system.
 - Enhance the effectiveness of intergovernmental coordination by working with Federal, state, regional, and local entities to coordinate projects that preserve and enhance the regional roadway network.

Grays Harbor County Vision

The Grays Harbor community envisions a safer, well-maintained, and suitably funded transportation system that provides mobility, accessibility, and connectivity for people, goods and services. The transportation system will:

- Provide attainable and economically sustainable solutions to connect communities, and maintain infrastructure for people and freight.
- Provide Grays Harbor County residents and visitors with safe and convenient access to key destinations.

- Sufficiently meet current needs and attract future growth, but is manageable to maintain effectively over the long term.

Grays Harbor County Guiding Principles

- Act strategically to maintain and improve resiliency of critical existing infrastructure, especially bridges.
- Provide viable, efficient, and sustainable funding for all transportation modes.
- Improve mobility in difficult areas, specifically along US 12 in East Aberdeen and along the entire length of SR 109.
- Increase safety for all roadways including vehicle pullouts, rail crossings, and alternative routes.

Grays Harbor County Goals and Policies

Goal 1: Establish and maintain a safe and efficient transportation system that supports mobility needs with a variety of transportation choices.

- Policy 1a: Connect all modes of transportation to form an integrated and balanced system.
- Policy 1b: Provide a safe and pleasant pedestrian system which promotes functional and recreational opportunities.
- Policy 1c: Plan and implement electric vehicle connections to facilitate travel from I-5 to the coast.
- Policy 1d: Update and maintain a modern transit system.
- Policy 1e: Strengthen the region's economy by moving people and goods efficiently.

Goal 2: Maintain and improve resiliency of critical existing infrastructure, especially bridges.

- Policy 2a: Coordinate with WSDOT to ensure bridge maintenance/repair adheres to scheduled timeline.
- Policy 2b: Encourage federal and state legislators to fully fund bridge replacement for structurally deficient bridges and those beyond their useful life span.

- Policy 2c: Encourage the maintenance and improvement of the region's rail freight systems.

Goal 3: Provide viable, efficient, and sustainable funding for all transportation modes.

- Policy 3a: Work with state and federal legislators to implement a stable and sustainable funding mechanism for the Highway Trust Fund.
- Policy 3b: Review local streets to determine Functional Classification eligibility as improved classification increases access to funding.

Goal 4: Increase safety and improve mobility on all roadways giving priority to difficult areas.

- Policy 4a: Develop a corridor safety plan along SR 109 from Hoquiam to Taholah.
- Policy 4b: Implement the East Aberdeen Mobility Project.
- Policy 4c: Work with local agencies, WSDOT Rail Division, and PSAP Rail to identify and implement at-grade crossing improvements and increased rail car storage solutions.
- Policy 4d: Identify locations for slow vehicle pull-outs, and integrate implementation into local and state plans.

Grays Harbor County Long-Range Strategies

Active Transportation

- Comprehensive Network Strategies:
 - Foster and develop a community culture supportive of walking and biking as important modes of transportation.
 - Designate Bicycle Pedestrian Priority Areas for planning, funding, and intervention to improve bicycle and pedestrian networks.
 - Encourage jurisdictions to identify bicycle and pedestrian facilities in comprehensive, transportation, and recreational plans, and adopt complete streets policies.

- Coordinate with cities, counties, regional, and state agencies, and non-profits to promote and facilitate bike and walk friendly design.
- Eliminate gaps in existing sidewalk and bicycle routes, including pinch points at bridges and high traffic areas.
- Aim to retrofit existing bridges on highly used bike/pedestrian routes to ensure they provide safe and convenient access.
- Public Transportation Connections Strategies:
 - Support Transit Oriented Development that is designed to improve bicycle and pedestrian access.
 - Design or retrofit park and ride facilities to meet the needs of bicycle users.
 - Provide bike lockers where demand for bicycle access exists or is likely.
 - Provide high security bike parking at stations and lots where needed.
 - Include transit supportive elements in local comprehensive plans.
 - Allow transit projects as mitigation for development impacts through SEPA.
- Safety Strategies:
 - When possible, develop bicycle and pedestrian routes on low traffic roads, separated paths, or buffered bike lanes.
 - Create a visible, distinct, predictable, and clear path for biking and walking routes. Ensure sidewalks are ADA compliant.
 - Improve wayfinding signage to better orient cyclists and pedestrians.
 - Work with law enforcement to ensure proper enforcement of bicycle, pedestrian, and traffic laws (all users).
 - Mount a public awareness campaign aimed at all modes.

- On highly used routes consider the use of roadway treatments to increase bike/pedestrian visibility (bike boxes, flashing lights and crossing buttons, median refuges, and installation of loop detectors).

- Funding Strategies:

- Improve bicycle facilities as part of routine maintenance and system preservation activities.
- Leverage local funding contributions and incorporate bicycle and pedestrian improvements by private developers where feasible.
- Consider the use of LID's and park district formation.
- Pursue private funding (i.e., foundations, corporations).

Freight

- Increase Capacity Strategies:

- Improve rail and roadway safety at at-grade railroad crossings. Promote grade separation at high capacity intersections.
- Work with railroad to improve deficient segments and improve/replace bridges beyond useful life.
- Replace/retrofit aging area bridges that restrict freight tonnage.
- Maintain infrastructure critical to Port operations and growth. Focus—Rail, surface streets, and highway connections.
- Preserve and improve Port access by supporting ongoing channel dredging and maintenance.
- Improve and maintain existing transportation infrastructure segments that serve the local/regional movement of freight and goods. Focus efforts on the following projects:
 - East Aberdeen Mobility Project
 - US 101 Truck Route EIS
 - Complete Seismic upgrades to Chehalis River Bridge and Heron St. Bridge

- Support improvement efforts in other regions that affect rail freight movement/capacity, i.e. Blakeslee Junction.
- Increase Efficiency Strategies:
 - Work with local agencies to develop, implement, and enforce traffic impact ordinances.
 - Engage the railroad in the development of traffic improvements to offset potential liability issues.
 - Engage elected officials, legislators, and congressmen to advance local and regional high priority freight transportation projects.
 - Develop public education campaign aimed at reinforcing driving laws and etiquette (passing lane driving, blocking traffic at intersections, etc.).
 - Educate decision makers and stakeholders on the economic benefits and necessity of goods movement.
 - Develop and implement Intelligent Transportation System strategies to optimize efficiency and lessen rail/vehicle conflicts. May include crossing arms for safety and silent crossings, and phone apps to provide information on railroad and highway closures and delays.
 - Examine the potential use and impacts of driverless vehicles on the existing roadway system.

Roadways

- Alternative Energy Fueling Stations Strategies:
 - Extend I-5 electric highway through Grays Harbor to beaches
 - Walking distance to commerce/activities
 - Ensure rural connections
 - Incorporate wayfinding signage to direct users
 - Explore demand/need for CNG use in Grays Harbor
- At-Grade Rail Crossings
 - Install warning notifications
 - Guard arms, lighting

- ITS systems
- Bridges Strategies:
 - Maintain infrastructure
 - Repair structural deficiencies
 - Seismic retrofit
 - Improved lighting
 - Fish passage/conversion of culverts to bridges
 - Increase funding for maintenance and for projects to increase capacity
 - Enhance pedestrian/bike access for safety and ease of use
- Multi-modal Inclusion and Accommodation Strategies:
 - Bike facilities:
 - High volume areas
 - Transit stops, park and rides
 - Work to connect bike lanes within communities and county-wide
 - Include multi-modal elements in the design phase of new projects
 - Implement corridor-wide safety enhancements, especially sidewalk improvements
- Preservation and Enhancement Strategies:
 - Funding:
 - Increased state/federal availability
 - Lower match rates
 - Funding collaboration/coordination between entities/agencies
 - Support—fellow agencies

Lewis County Vision

To provide an efficient, cost effective, and integrated regional transportation network that promotes safe, healthy, and prosperous communities. The transportation system:

- Provides Lewis County residents and visitors with safe and convenient access to key destinations (employment centers, historic sites, tourist sites, hospitals, schools, and recreational areas).
- Is planned and constructed through stakeholder collaboration to maximize the value of transportation policies and investments.
- Is sufficient to meet current needs and attract future growth, but is manageable to maintain effectively over the long term.

Lewis County Guiding Principles

- Effectively communicate funding infrastructure maintenance shortfalls to federal and state officials to identify existing and new funding sources to preserve or improve roads, bridges, transit/paratransit service, and bike/pedestrian infrastructure.
- Improve access between primary routes and key destinations resulting in greater system functionality, safety, improved traffic flow, and strengthened economic opportunities.
- Address safety issues along highways, pedestrian paths and at-grade rail crossings which present risks to public safety, exacerbate traffic congestion, and deter economic progress for Lewis County.
- Improve the efficiency and safety of Interstate 5 through projects that increase capacity, improve levels of service, and expand access for key economic drivers.
- Strengthen the resiliency of the existing transportation network and ensure that system components are resistant to the impacts of natural events.

Lewis County Goals and Policies

Goal 1: Improve safety.

- Policy 1a: Address at-grade rail crossings to reduce the likelihood of accidents, and to allow emergency response in a timely manner.
- Policy 1b: Improve visibility and delineation on dark routes.
- Policy 1c: Widen shoulders and install guardrails where appropriate.

- Policy 1d: Increase safety for pedestrians with improvements that separate pedestrians and cyclists from vehicular traffic.

Goal 2: Support Economic Development.

- Policy 2a: Accommodate demand for industrial growth through strategically enhancing or expanding the transportation system in key areas suited for industrial development.
- Policy 2b: Improve access points to Interstate 5 in the Centralia/Chehalis urban area in northern Lewis County.
- Policy 2c: Address at-grade rail crossings to improve congestion and mobility.

Goal 3: Preserve or replace aging bridges and infrastructure.

- Policy 3a: Maintain existing transportation infrastructure and services to optimize capacity, reliability and improve travel and safety conditions.
- Policy 3b: Improve, rebuild, or retrofit infrastructure which has exceeded its useful and functional life, and plan for the replacement of infrastructure nearing the end of its useful and functional life.

Goal 4: Address transportation funding shortfalls.

- Policy 4a: Facilitate cooperation between public, private, and non-profit organizations to reduce costs for transportation infrastructure and services. Such projects/programs may include, but are not limited to, infrastructure maintenance, transit and paratransit operations, transit and paratransit capital projects, and utility extension.
- Policy 4b: Work closely with local, state, and federal officials, as well as other stakeholders, to identify new funding mechanisms for transportation projects and programs that benefit the Lewis County area.

Goal 5: Strengthen resiliency.

- **Policy 5a:** Improve the resiliency of the existing transportation system by reconstructing, relocating, or reinforcing infrastructure so that it is more resistant to flooding and other natural disasters.
- **Policy 5b:** New or improved infrastructure should be planned, designed, and located in a manner that makes it resistant to flooding and other natural disasters.

Goal 6: Improve traffic flow.

- **Policy 6a:** Direct local traffic away from Interstate 5 to reduce congestion and address issues on local routes when Interstate 5 is shut down.
- **Policy 6b:** Increase capacity of Interstate 5 throughout Lewis County.
- **Policy 6c:** Address at-grade rail crossings to reduce congestion.
- **Policy 6d:** Designate and enforce truck routes in and around towns.

Lewis County Long-Range Strategies

Active Transportation

- Comprehensive Network Strategies:
 - Incorporate active transportation facilities (as appropriate) when planning, designing, and implementing transportation projects.
 - Integrate complete street principles and active transportation facilities with all travel modes.
 - Promote active and healthy lifestyles by implementing the proposed active transportation network and connecting population centers, popular destinations, and existing active transportation facilities.
- Funding Strategies:
 - Pursue funding for active transportation generated from sources other than the gas tax.
 - Encourage the development of a dedicated/reoccurring (non-local) funding source for

active transportation facilities in all jurisdictions within Lewis County.

- Minimize environmental-related costs in the design, construction, and maintenance of active transportation facilities.
- Public Transportation Connections Strategies:
 - Provide bicycle racks on buses and encourage the provision of bicycle parking at destinations (i.e., retail centers, employment centers, popular destinations, and transit centers) that will facilitate walking and biking to transit.
 - Implement safe and convenient active transportation connections to transit stops. Locate bus stops near active transportation facilities.
- Safety Strategies:
 - Construct, upgrade, and maintain a comfortable and safe active transportation network for all users throughout Lewis County.
 - Work with law enforcement to educate all users in compliance of traffic laws.
 - Promote the use of pavement marking and paint to separate active transportation users from automobiles.
 - Maintain existing bicycle and pedestrian facilities (i.e., clear debris, patch pot holes).

Freight

- Increase Capacity Strategies:
 - Increase rain capacity through improving or adding additional tracks or new technology to accommodate future freight and passenger rail.
 - Explore the expansion of the region's airport operations by expanding runways, supporting some cargo operations.
 - Improve and maintain existing transportation infrastructure that make up vital connections for the

businesses and industries to move freight and goods.

Focus efforts on the following projects:

- I-5—add lanes
- County roads—wider shoulders
- Exit 82—access improvements
- North County Industrial Access

○ Increase Efficiency Strategies:

- Improve rail/roadway safety at-grade railroad crossings.
- Incorporate truck friendly roundabouts when designing/improving intersections.
- Invest and implement Intelligent Transportation System strategies to optimize light sequences (signal timing coordination and optimization).

Roadways

○ Alternative Energy Fueling Stations Strategies:

- Encourage the development of multiple EV stations at strategic locations through Lewis County to include:
 - Fast charging (1-3 hours) stations
 - Public/private partnerships (use of parking spaces at retail and commercial centers)
 - Identification signs to assist with the wayfinding of alternative energy fueling stations.
- Work with county, cities, Chambers of Commerce, and stakeholders to identify:
 - Economic development opportunities
 - Tourism opportunities
 - Supply and demand
- To implement alternative energy fueling stations in urban areas and small/rural/remote areas throughout Lewis County.
- Research ways/programs to fund EV stations and contribute to road taxes.

○ At-Grade Rail Crossing Strategies:

- Work with Federal, state, and local governments to:
 - Identify at-grade crossings that will qualify for quiet zone and exemption status implementation
 - Secure funding to eliminate unsafe at-grade crossings and install safety measures to increase emergency vehicle response time
 - Educate and seek support from stakeholders and general public.

○ Multi-modal Inclusion and Accommodation Strategies:

- Incorporate multi-modal impact and accommodations (including existing and needed right of way considerations) when planning, designing, and constructing roadway projects.
- Work with Federal, state, local governments, and transit agencies to address the lack of planning, coordination, and provision of ongoing funds when developing transportation projects along strategic corridors.
- Coordinate with transit providers in Lewis County in the development and extension of routes and schedules in order to serve West/South communities.

Pacific County Vision

Pacific County's multi-modal transportation system maximizes mobility for all citizens and visitors, and encourages the retention and expansion of the local natural resource-based economy. The system:

- Connects Pacific County's primary assets—the people, natural resources and businesses—to each other and to markets and resources outside the county and state.
- Provides safe, convenient, efficient, and effective movement of people and goods.
- Is flexible and nimble enough to adapt to changes in technology, the environment, and the economy.

Pacific County Guiding Principles

- Act strategically to maintain and improve resiliency of critical existing infrastructure (roads, bridges, and culverts).
- Create a system of interconnected trails and bicycle/pedestrian facilities to various countywide destinations.
- Use innovative approaches to enhance and/or expand major routes to meet fluctuating demand in north Pacific County and the Peninsula. Strategies should include the addition of passing lanes and electronic vehicle charging stations.
- Improve and connect port facilities' access to critical infrastructure for crops/seafood.
- Provide viable alternative emergency evacuation routes that are accessible and safe for users of all abilities and incomes.

Pacific County Goals and Policies

Goal 1: Strengthen resiliency.

- Policy 1a: Improve the resiliency of the existing transportation system by reconstructing, relocating, or reinforcing infrastructure so that it is more resistant to landslides, erosion, flooding, tsunamis, and other natural disasters.
- Policy 1b: New or improved infrastructure should be planned, designed, and located in a manner that makes it resilient to landslides, erosion, flooding, tsunamis, and other natural disasters.

Goal 2: Improve safety.

- Policy 2a: Install more lighting on dark routes.
- Policy 2b: Plan and develop additional emergency evacuation routes.
- Policy 2c: Construct additional passing lanes and pullouts on state highways.

Goal 3: Enhancing bike and pedestrian infrastructure.

- Policy 3a: Construct more pedestrian walkways and bike facilities, especially within populated or congested areas.

- Policy 3b: Identify new trail segments and connect gaps in the existing trail system to strengthen countywide trail connectivity.
- Policy 3c: Establish connections with trail systems in neighboring counties to strengthen region-wide trail connectivity.
- Policy 3d: Develop a countywide system of cycling routes.
- Policy 3e: Continue efforts to repurpose abandoned railways and other rights-of-way into trails.

Goal 4: Support Economic Development.

- Policy 4a: Improve multi-modal access to port facilities for marine vessels and trucked freight.
- Policy 4b: Provide critical facility improvements to support appropriate preservation, storage, and distribution of marine and agricultural products.

Goal 5: Focus efforts on system preservation and enhancements.

- Policy 5a: Maintain roads and bridges to meet or exceed Federal standards.
- Policy 5b: Repair or replace failing state highway culverts
- Policy 5c: Enhance existing state routes to meet peak demand.
- Policy 5d: Improve roads in order to strengthen connectivity between North County and South County.
- Policy 5e: Add more viewing stations on state routes to promote tourism and provide a safe place for travelers to stop.
- Policy 5f: Construct additional passing lanes on state routes.
- Policy 5g: Prioritize efficiency and operational improvements to the existing transportation system before investing in costly expansion improvements.

Goal 6: Invest in public transportation.

- Policy 6a: Explore expanding public transportation services to underserved areas, and form new partnerships with other providers in the region.

- **Policy 6b:** Improve the efficiency of public transportation programs, potentially through Intelligent Transportation System (ITS) solutions.
- **Policy 6c:** Increase frequency of scheduled service to neighboring counties, establishing connections with other public transportation providers.
- **Policy 6d:** Provide greater access to jobs, potentially through developing new and innovative programs, extending service hours, establishing new routes to employment hubs, or creating new seasonal routes/times during peak seasons for tourism.

Goal 7: Foster innovation.

- **Policy 7a:** Consider Intelligent Transportation System infrastructure along primary routes and on public transportation vehicles to improve efficiency.
- **Policy 7b:** Consider solar-powered lighting along transportation routes.
- **Policy 7c:** Support alternative energy sources for transportation, including investments in a countywide network of Electronic Vehicle (EV) charging stations that are conveniently located for residents and tourists.

Goal 8: Support multi-modal transportation.

- **Policy 8a:** Explore new passenger ferry service.
- **Policy 8b:** Ensure the public transportation system is integrated with the bike/pedestrian system and with bike/pedestrian infrastructure.

Pacific County Long-Range Strategies

Active Transportation

- Comprehensive Network Strategies:
 - Promote active and healthy lifestyles by implementing the proposed active transportation network by connecting population centers, popular destinations, retail centers, businesses, and existing active transportation facilities.

- Work with county, cities, health agencies, ports, businesses, non-profits, PCOG, and citizen groups to create an interconnected active transportation network.
- Funding Strategies:
 - Work with county, cities, ports, health agencies, businesses, PCOG, and non-profits to pursue federal, state, local, and private funding opportunities for bicycle and pedestrian facilities for all jurisdictions in Pacific County.
 - Encourage the development of a dedicated/reoccurring funding source for active transportation facilities in all jurisdictions within Pacific County.
 - Collaborate with advocacy and community-based groups in order to get projects funded and implemented.
- Public Transportation Connections Strategies:
 - Encourage the provision of bicycle infrastructure (i.e., bicycle racks, lockers, and benches) at destinations (i.e., retail centers, employment centers, popular destinations, and transit centers) that will facilitate walking and biking to transit.
 - Implement safe and convenient active transportation connections to transit stops and stations, which include the placement of stops near active transportation facilities and access to water destinations.
- Safety Strategies:
 - Construct, upgrade, and maintain safe non-motorized active transportation facilities that are separated from roadways for all users through Pacific County.

Freight

- Increase Capacity Strategies:
 - Improve and maintain infrastructure critical to port access, operations, and growth.
 - Explore the expansion of the county's airport operations:
 - Martin Field
 - Ilwaco
 - Raymond
 - Improve and maintain existing transportation infrastructure, particularly state routes in the county that make up vital connections for the businesses and industries to move freight and goods. Focus efforts on the following projects:
 - SR 6—straighten Pluvius bridge
 - Hwy 101—road conditions (sliding), bike/pedestrian safety enhancements
 - SR 103—Seaview to Oysterville

Roadways

- Alternative Energy Fueling Stations Strategies:
 - Work with Federal, state, and local governments to address lack of funding to implement alternative energy fueling stations in small/rural/remote areas.
 - Encourage the development of an alternative energy fueling (electric and propane) stations network in Pacific County to include:
 - Fast charging (1-3 hours) stations
 - Connection to bikes and pedestrian network and transit routes
 - Public/private partnership (use of parking spaces)
- Bridges Strategies:
 - Maintain and enhance the safety and reliability of the existing bridge infrastructure in Pacific County:

- Accommodate all users, including buses, bicycles, and pedestrians
- Align Hwy 101 and SR 6
- Coordinate with WSDOT and Fish and Wildlife to identify high-priority fish passage barriers when replacing culverts with bridges.
- Work with WSDOT, County, and cities to pursue funding opportunities to preserve and enhance bridges.
- Multi-modal Inclusion and Accommodation Strategies:
 - Work with Federal, state, and local government to address lack of ongoing capital and operational funds.
 - Incorporate ITS technology into transit system.
 - Coordinate with Pacific Transit in the development and extension of routes in order to serve more employers.
 - Create seasonal ferry service (Nahcotta to Tokeland to South Bend) concept to include walk and bike on service. Coordinate with County, cities, chamber of commerce to ensure concept becomes reality.
- Preservation Strategies:
 - Foster interagency collaboration to seek, secure, and prioritize the most effective funding solutions to maintain and upgrade the existing transportation system.
 - Enhance the effectiveness of interagency coordination by working with Federal, state, regional, and local entities to accommodate: multi-use scenic pullouts, passing lanes, wayfinding signs, and bicycle and pedestrian facilities on major routes in Pacific County.
 - Give priority to preservation projects to encourage consistent improvement of the roadway network.
 - Work with Federal, state, regional, and local agencies to identify emergency routes on strategic corridors and to implement appropriate solutions where necessary.

Wahkiakum County Vision

Wahkiakum County's transportation system maximizes the safety and mobility of people and goods through an interconnected network of walkways, public transportation routes, marine systems, and roadways, designed to accommodate cyclists, pedestrians, and vehicles. The system:

- Connects Wahkiakum County's key destinations in a safe and efficient manner for all modes of travel.
- Encourages walking, biking, and the use of public transportation as a convenient alternative to driving.
- Incorporates a resilient network of roads, bridges, and other infrastructure built to accommodate future demand with sustainable maintenance costs over time.

Wahkiakum County Guiding Principles

- Enhance mobility by creating a system of interconnected trails and bicycle/pedestrian facilities that provide safe and convenient access to various countywide and regional destinations.
- Address safety issues along highways, bridges, pedestrian paths, and intersections which present risks to public safety and hinder mobility with all age groups.
- Act strategically and collaboratively to maintain the existing transportation network and add improvements to enhance the system's usefulness and efficiency.
- Support the preservation and expansion of public transportation systems to improve access to jobs, essential services, and destinations within and outside of Wahkiakum County.

Wahkiakum County Goals and Policies

Goal 1: Enhance the safety of the transportation system

- Policy 1a: Explore methods to improve safety at intersections and roadways that experience high traffic volumes and higher rates of traffic incidents.
- Policy 1b: Construct additional passing lanes and pullouts on state routes.

- Policy 1c: Address speeding issues.

Goal 2: Improve and expand bicycle and pedestrian infrastructure.

- Policy 2a: Plan for the proper maintenance and improvements to existing bicycle and pedestrian facilities in order to ensure they remain a safe, useful and viable mode of travel.
- Policy 2b: Plan for bicycle and pedestrian system extensions to more destinations within Wahkiakum County and to destinations in neighboring counties.
- Policy 2c: Construct more bicycle and pedestrian infrastructure in order to enhance connectivity between destinations, create new recreational opportunities, and to better protect the safety of all system users.
- Policy 2d: Improve state routes to better accommodate bicycle traffic making the roadways safer for cyclists and all other users of the system.

Goal 3: Create more opportunities for economic development.

- Policy 3a: Install directional signage to promote destinations in Wahkiakum County and attract outside visitors.
- Policy 3b: Install electronic vehicle (EV) charging stations to provide EV drivers with greater access to Wahkiakum County destinations.
- Policy 3c: Address parking issues for Wahkiakum County attractions, businesses, and other key destinations.

Goal 4: Concentrate on the preservation and enhancement of the existing system.

- Policy 4a: Focus efforts and investments on projects that maintain the existing system, or projects that maximize the efficiency and safety of the existing system.
- Policy 4b: Repair or replace failing infrastructure, and plan for the replacement of infrastructure reaching the end of its useful and functional life.

- **Policy 4c:** Enhance the efficiency and safety of existing state routes, by constructing additional passing lanes to accommodate the use of bicycles and pedestrians.

Goal 5: Maintain and expand public transportation services.

- **Policy 5a:** Consider the expansion of public transportation services to underserved areas, potentially through forming new partnerships between agencies to maximize efficiency through coordination.
- **Policy 5b:** Improve connectivity to other areas through increasing the frequency of scheduled transit service to neighboring communities, while also establishing additional connections with other transportation providers.
- **Policy 5c:** Improve access to jobs, potentially through extending service hours and weekend service, or establishing new routes to employment hubs.
- **Policy 5d:** Invest in additional signage and bus shelters as transit stops.

Wahkiakum County Long-Range Strategies

Active Transportation

- Comprehensive Network Strategies:
 - Seek consensus amongst agencies. Work with county, towns, technical advisors, health agencies, and non-profits to create an interconnected active transportation network.
 - Implement/construct the proposed active transportation network to connect popular destination and existing active transportation facilities.
 - Promote active and healthy lifestyles by implementing the proposed active transportation network by connecting popular destinations and existing active transportation facilities.

- Funding Strategies:
 - Work with county, towns, ports, health agencies, businesses, and non-profits to pursue public and private funding opportunities for bicycle and pedestrian facilities for all jurisdictions in Wahkiakum County.
- Public Transportation Connections Strategies:
 - Provide bicycle racks on buses and encourage the provision of bicycle parking at destination that will facilitate walking and biking to transit.
 - Develop education campaign to promote bikes on buses.
- Safety Strategies:
 - Employ effective traffic calming measures to reduce speed (i.e., pavement markings, flashing crosswalk signs and beacons, roundabouts).
 - Install and promote uniform and consistent signage that will direct users to destinations and identify designated corridors.
 - Work with law enforcement to educate all users in the compliance of traffic laws.
 - Work with county, towns, agencies, and stakeholders to identify desirable and practical data to be collected and maintained.

Freight

- Increase Capacity Strategies:
 - Improve and maintain infrastructure critical to port access, operations, and growth.
- Increase Efficiency Strategies:
 - Coordinate with carriers to optimize the efficiency of goods movement in Wahkiakum County.

Roadways

- Alternative Energy Fueling Stations Strategies:
 - Encourage the development of at least three alternative energy fueling stations to include:

- Fast charging (1-3 hours) stations
 - Informational kiosk for all users
 - Connection to bikes and pedestrian network and transit routes
- Bridges Strategies:
 - Maintain the safety and reliability of the existing bridge infrastructure in Wahkiakum County by accommodating all users including buses, bicycles, and pedestrians.
 - Work with WSDOT, County, and towns to pursue funding opportunities to preserve, enhance, and replace bridges.
 - Work with WSDOT and WDFW to simplify bridge-related regulations.
- Multi-modal Inclusion and Accommodation Strategies:
 - Incorporate multi-modal impact and accommodations when planning, design, and constructing roadway projects
 - Eliminate rumble strips in high bicycle corridors
 - Consider park and ride facilities to encourage transit, bicycle, and pedestrian connections.
 - Work with County, towns, and businesses to consider the provision of bicycle parking (racks and lockers) at destinations (i.e., downtown, park and ride/transit nodes, schools, alternative energy fueling stations, and Wildlife Refuge).
- Preservation and Enhancement Strategies:
 - Coordinate with WSDOT, County, and towns to consider reviewing and revising maintenance activities in order to prevent challenging situations [i.e., roadway slides (stability), ditch sizes increase over time creating potentially unsafe (rollover) situations, line of sight issues (vegetation management: trimming and removing), and deferred maintenance].
- Work with County, towns, and WSDOT to develop a sign maintenance/preservation program in order to keep all signs current and visible at all times.