

CHAPTER 3

VISIONING, GUIDING PRINCIPLES, GOALS, & POLICIES

Introduction

The update to the Regional Transportation Plan (RTP) began with an extensive visioning process, conducted through a bottom-up approach. CWCOC staff worked closely with planning partners, Technical Advisory Committees (TACs), and/or Policy Boards in all five Southwest Washington Regional Transportation Planning Organization (SWRTPO) counties. The SWRTPO area's large size and geographic diversity create a wide variety of challenges in building, maintaining, and managing a safe and efficient transportation system. Acknowledging those differences, planning staff worked with each county group of stakeholder to craft a vision, guiding principles, goals, and policies specific to their county. The regional visioning elements were then created through identifying challenges and aspirations that are shared between multiple counties within the region.

Washington Transportation Policy Goals

The Washington Transportation Plan, WTP 2035, is based on the following six transportation policy goals established by the Legislature:

PRESERVATION: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

SAFETY: To provide for and improve the safety and security of transportation customers and the transportation system.

MOBILITY: To improve the predictable movement of goods and people throughout Washington state.

ENVIRONMENT: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

STEWARDSHIP: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

ECONOMIC VITALITY: To promote and develop transportation systems that stimulates, support and enhance the movement of people and goods to ensure a prosperous economy.

CWCOC staff relied on these goals to facilitate visioning discussions with local stakeholders for the purposes of this RTP. When crafting the RTP goals and policies, CWCOC staff worked to ensure the region's future efforts coincided and advanced the vision outlined in the WTP.

County Visioning Process

CWCOC 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.

Regional Visioning Process

The regional vision was crafted through reconciling the common issues identified through the county stakeholder meetings. Six common regional issues were then identified:

- Bicycle/pedestrian mobility
- Bridge performance
- Economic Vitality
- Funding Structures
- Safety Across Modes
- Public Transportation Service

The shared issues were used to develop a regional vision, guiding principles, goals, and policies, which aim to lead the entire SWRTPO in a direction that treats the region's transportation infrastructure as one interconnected, multi-modal system, rather than as separate parts. While the counties' individual visioning elements are an important part of the RTP, the regional visioning elements are overarching, and act as an umbrella over the counties' visioning elements.

Regional Transportation Plan

Policy Element

Vision

To achieve a safe and well-maintained regional transportation system that integrates all travel modes; supports a healthy economy; and enhances the quality of life across the region. The transportation system will:

- Protect the region's investment by preserving and enhancing existing infrastructure.

- Provide viable travel options across all modes and throughout our diverse region.

Guiding Principles

- Preserve and improve the regional transportation system through partnerships in order to maximize investment.
- Provide an integrated transportation system that encourages the use of all modes by offering accessible, safe, and efficient travel options.
- Encourage the preservation and enhancement of public transportation programs and infrastructure throughout the Southwest Washington RTPO, and explore opportunities for expanding service to increase access to jobs, services, and other key destinations.
- Support the region's economic vitality through ensuring the transportation network addresses inter- and intra-regional accessibility and mobility needs for both people and goods.

Goals and Policies

Goal 1: Promote and support a transportation system that strengthens the region's economic competitiveness.

- Policy 1a: Increase the capacity and efficiency of a multimodal freight network that accommodates trucking, rail, marine, and air cargo services; facilitates competitive choices for the movement of goods; supports the region's economic well-being; and minimizes negative impacts on land-use and the environment.
- Policy 1b: Install alternative energy fueling stations, including electric vehicle (EV) charging stations, to provide visitors who drive alternative energy vehicles the capability to travel easily throughout the region, increasing access to jobs, services, tourist attractions, and other key destinations.

Goal 2: Preserve and enhance the region’s existing transportation infrastructure and facilities.

- Policy 2a: Encourage regional coordination and decision-making to develop a regional transportation system that is maintained and improved through adequate investment.
- Policy 2b: Facilitate cooperation between public, private and non-profit organizations to identify new funding mechanisms for transportation projects and programs, and to manage the regional transportation infrastructure.
- Policy 2c: Encourage the maintenance and improvement of the region’s rail network and address at-grade rail crossings to increase the efficient movement of people and goods.
- Policy 2d: Encourage federal and state legislators to fully fund bridge replacement for structurally deficient bridges and bridges beyond their useful and functional life span.
- Policy 2e: Enhance existing state routes to meet peak demand.
- Policy 2f: Preserve the existing transportation infrastructure and services to optimize capacity, and reliability, and to improve travel and safety conditions.
- Policy 2g: Improve, rebuild, or retrofit infrastructure which has exceeded its useful and functional life, and develop a plan for the timely replacement of infrastructure nearing the end of its useful and functional life.
- Policy 2h: Focus efforts and investments on transportation projects that maximize the efficiency and safety of the existing system.

Goal 3: Develop an integrated non-motorized transportation system.

- Policy 3a: Create a safe and comprehensive network of bicycle and pedestrian facilities integrated into the regional transportation network 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 Southwest Washington.

- Policy 3b: Identify new trail segments and connect gaps in the existing trail system to strengthen region-wide trail connectivity.
- Policy 3c: Ensure the public transportation system is integrated with the bike/pedestrian system and with bike/pedestrian infrastructure.
- Policy 3d: Improve the safety of routes through accommodating bicycle traffic, making the roadways safer for cyclists and all other users of the system.
- Policy 3e: Expand bicycle and pedestrian walkways in order to enhance connectivity between destinations, create new recreational opportunities, and to better protect the safety of all users.
- Policy 3f: Identify new funding sources specific to non-motorized transportation projects.

Goal 4: Maintain, modernize and enhance a sustainable and comprehensive public transportation system.

- Policy 4a: Preserve, modernize, and expand an accessible, reliable, convenient, and safe public transportation system of buses, vanpools, carpools, and specialized transportation services that provides all residents, regardless of their age, income, or special needs, with access to employment centers, commercial areas, recreational facilities, and other destinations within the region.
- Policy 4b: Improve access and coordination between public transportation providers across the region.
- Policy 4c: Promote increased public transportation ridership through service enhancement and expansion, improved pedestrian and bicycle linkages, and encouraging transit-oriented development patterns.
- Policy 4d: Improve the efficiency of public transportation programs through incorporating new technologies, such as Intelligent Transportation System (ITS) solutions.
- Policy 4e: Expand the reach of the public transportation network, through improving connectivity to other areas,

- neighboring counties, and connections with other public transportation providers.
- **Policy 4f:** Improve access to jobs through operational improvements and service expansions.
- **Policy 4g:** Expand public transportation services to underserved areas, potentially through forming new partnerships between agencies, to maximize efficiency through coordination.

Goal 5: Maintain and enhance a regional transportation system that is safe and accessible for multiple travel modes.

- **Policy 5a:** Promote designs for new or widened roadways that include sufficient width to accommodate anticipated future demand, utility expansion, emergency vehicle access, buses and for safe bicycle and pedestrian facilities.
- **Policy 5b:** Maintain and enhance a safe and accessible public transportation, pedestrian and bicycle system which promotes functional and recreational opportunities.
- **Policy 5c:** Address at-grade rail crossings to improve safety and to ensure emergency vehicles can respond in a timely manner.
- **Policy 5d:** Increase safety for pedestrians with improvements to separate pedestrians from vehicular traffic.
- **Policy 5e:** Explore methods to improve safety at intersections and roadways that experience high traffic volumes and higher rates of traffic accidents.

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, multimodal 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 & 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 multimodal 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.

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 & 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.

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 & 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.

Pacific County Vision

Pacific County's multimodal 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 & 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 multimodal 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.

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 & 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.

Summary

The local and regional visioning processes for this plan were conducted through a bottom-up approach, relying heavily on area stakeholders. The county visioning elements were developed with each county’s elected officials, engineers, planners, transit agency directors, city managers, and other leaders. Regional visioning was conducted at RTPO Policy Board meetings, which were attended by stakeholders representing each county in the RTPO area. The RTPO’s large size, low density and geographic diversity create a wide variety of challenges in building, maintaining, and managing a safe and efficient transportation system. This visioning process allows the RTPO to effectively face these challenges through developing a plan that addresses both local issues, while also focusing on the overarching needs and aspirations of the region.