Regional Transportation Plan

Vision, Goals and Policies



The long-standing vision, goals, and policies of PRTPO's earlier planning processes continue to provide a reliable framework for coordinated planning and decision-making. They may receive minor updates from time to time to better reflect current concerns and state mandates so as to continue providing this guidance.

As of June 2025

Regional Transportation Goals & Policies

Adopted goals and policies reflect the need for balance between safety, mobility, community, and environmental aims and support cost-effective, practical solutions. Policies are strategies that can be employed by local, state, and tribal transportation partners to advance overarching regional goals through coordinated plans and investments.

RTP goals and policies support the following areas. They are hyperlinked for ease of navigation.

1. Intergovernmental Coordination
2. Public Involvement
3. Transportation and Land Use Consistency
4. Barrier-free Transportation
5. Travel Demand Management
6. Transportation Technologies
7. Performance Measures
8. Transportation Funding
9. Environmental and Human Health
10. Preservation, Maintenance, and Repair
11. Safety and Security
12. State Highways
13. Local Streets, Roads, and Bridges
14. Multimodal Transportation System
15. Public Transportation
16. Biking
17. Walking
18. Freight Mobility
19. Rail
20. Marine Highway
21. Aviation

Goal 1: Intergovernmental Coordination

Goal: Support the creation of transportation facilities and programs that work seamlessly across community borders and between regions.

Policies:

a. Encourage coordination and partnerships among local, regional, state, and tribal governments in the operation of the transportation system.

b. Work with government agencies to coordinate land uses, implement inter- and intra-county and tribal planning policies thereby refining the tools needed to accomplish these integrated land use plans and objectives.

c. Coordinate the development and update of local, county, and state transportation plans to ensure consistency.

d. Serve as a regional forum for the exchange of ideas, information, and issues among local jurisdictions, county, state, federal, and tribal transportation agencies and governments.

e. Encourage government-to-government relations between tribal and non-tribal governments within the region to encourage coordination of land use and transportation plans.

Goal 2: Public Involvement

Goal: Encourage public input into regional transportation planning and decision-making processes.

Policies:

a. Encourage early and continuing public involvement in all aspects of the interdependent motorized and non-motorized transportation planning process.

b. Ensure there is equal access to participation, including measures to ensure access to people and groups who have been traditionally underserved by the existing transportation system or public processes.

c. Promote increased community understanding of the relationship between land use choices and the future transportation consequences facing communities at local, regional, state, and tribal levels.

d. Engage in consultation and partnerships with tribal governments within the region to encourage participation.

e. Explore innovative participation techniques to increase overall public involvement.

Goal 3: Transportation and Land Use Consistency

Ensure that the design and role of transportation facilities supports the community development vision and that land use supports the transportation system.

Policies:

a. Provide transportation facilities, motorized and non-motorized, that support the location of jobs, housing, industry and other activities as called for in adopted land use plans and countywide planning policies.

b. Promote the development and implementation of land use plans and design standards that encourage accessibility via public and private motorized transportation, and which generate active transportation opportunities, recognizing the unique needs of all communities in the region.

c. Integrate mobility, accessibility and economic goals along transportation corridors with an appropriate combination of investments, policies and land use designations and development standards.

d. Make transportation improvements that have a lasting positive impact on the communities served, reflect the culture of the area, and contribute to the sense of place.

e. Promote land use policies that provide a variety of housing types in core areas near employment, services, and transit.

f. Discourage transportation projects that enable sprawl or leap-frog development outside of urban growth boundaries.

Goal 4: Barrier-free Transportation

Invest in and support travel needs of those who do not drive, including youth, elders, people with disabilities, those with literacy or language barriers, low-income populations, and other vulnerable system users.

Policies:

a. Ensure that transportation facilities are accessible to those with differing physical capabilities and comply with requirements of the Americans with Disabilities Act (ADA).

b. Provide transportation services, facilities, and programs that minimize barriers to people who don't speak or read English.

c. Provide information and public participation opportunities for people who have limited literacy skills.

d. Ensure that people at all income levels have equitable access to transportation services.

e. Facilitate coordination and collaboration among public transit, tribal transit, non-profit, and non-emergency medical transport providers throughout the Peninsula region to identify key issues and priority strategies for improving mobility for the most vulnerable residents.

f. Consider the proximity of transit when siting critical human services facilities like medical centers, retirement homes, community services, food banks, and other kinds of activities serving people who do not drive.

g. Look for opportunities to improve coordination of dispatching services between providers for special needs transportation.

Goal 5: Travel Demand Management

Goal: Create more opportunities for people to meet their access and mobility needs by some means other than driving alone.

Policies:

a. Promote mixed-use and transit-oriented development that reduces the need for driving, including financial and other incentives to encourage transportation efficient development and redevelopment.

b. Improve access to public transportation, ridesharing, bicycling, and walking with appropriate street standards, employing *Complete Streets* design elements to mitigate conflicts where appropriate.

c. Ensure that travel alternatives are readily available during peak periods.

d. Promote programs and services that encourage employees to commute to work by means other than driving alone, including telework, flex-time and compressed work weeks.

e. Develop park-and-ride lots throughout the region, including shared use of underutilized parking lots at business and other facilities.

f. Promote widespread deployment of broadband that enables people to meet their daily needs without having to travel.

g. Use demand management techniques to relieve temporary congestion resulting from major construction projects.

h. Implement incentive programs to reduce vehicle trips and vehicle miles travelled.

i. Support development patterns in urban areas that generate transit ridership and street standards that ensure safe access to public transportation.

Goal 6: Transportation Technologies

Goal: Use technology-based approaches to improve transportation congestion, safety, efficiency, and operations.

Policies:

a. Look for opportunities to employ technology-based Transportation System Management and Operation (TSMO) strategies to improve safety and operational efficiency of the transportation system.

b. Recognize that transmittal of electronic information is an important role of a transportation system, and integrate this into transportation system evaluation, policies and implementation strategies.

c. Coordinate transportation technologies among regional jurisdictions and with other RTPOs and MPOs.

Goal 7: Performance Measures

Goal: Support the development of multimodal performance measures that are efficient to administer, effective in assessing system performance, and are meaningful to the public.

Policies:

a. Use performance measures to evaluate and respond to the effectiveness of policies and investments, including at a minimum traffic volumes and vehicle miles traveled on highways of regional significance.

b. Use transportation performance measures that reflect priority regional objectives. This includes traditional level of service standards but also such things as system safety, pavement condition, reduction in vehicles miles traveled, or active transportation "level of traffic stress" measures, or measures that reflect transportation – land use integration, like percentage of households within ¼ mile of a transit stop.

c. Adopt performance measures that quantify contributions of motorized and non-motorized modes of travel to the extent practicable.

d. Ensure the regional level of service is consistent with policies and regulations. Level of service (LOS) for highways of regional significance is D within cities and urban growth areas and C everywhere else. These are consistent with the LOS for Highways of Statewide Significance. Coordinate with WSDOT in the development of regional multimodal level of service standards for highways of regional significance to ensure consistency between state and local plans.

e. Consider the needs of all modes of travel in assessing system performance, striving to provide a full range of travel choices appropriate for the associated land uses and reducing the reliance on driving wherever possible, ensuring equitable access to multimodal travel choices.

f. Coordinate local land use and system performance measures with the transit agencies serving those areas, accommodating the relevant Service Standards each transit adopts to assess its system operations.

g. Develop a multimodal level of service policy for state Highways of Regional Significance that is compatible with the WSDOT multimodal level of service policy for Highways of Statewide Significance.

Goal 8: Transportation Funding

Goal: Work to ensure that transportation revenue supports adopted land use strategies and goals of this plan.

Policies:

a. Prioritize the maintenance and preservation of the transportation system to minimize life-cycle costs and adhere to a least-cost strategy.

b. Consider costs and benefits in the use of transportation funds to ensure the best long-term investment decisions are made.

c. Encourage strategic transportation investments that reinforce well-planned development decisions.

d. Support efforts to improve the availability, predictability, and flexibility of transportation revenues.

e. Support increased use of designated transportation funding to local agencies, separate from state-directed grant programs.

f. Use transportation funding policies and investments to make development decisions predictable, fair, and cost effective.

g. Encourage funding partnerships between tribal, state, federal, and local entities to accomplish mutual goals through federal and state grants.

h. Reduce the federalization of small local projects to make more efficient use of existing revenues.

Goal 9: Environmental and Human Health

Goal: Minimize transportation impacts on the natural environment and the people who live and work in the region.

Policies:

a. Protect water quality by effectively treating and managing runoff.

b. Employ best practices to encourage on-site infiltration of stormwater.

c. Minimize road crossings through designated environmentally sensitive areas and habitat corridors to avoid fragmentation and degradation of open spaces and wildlife habitats.

d. Use transportation planning, design, and construction methods that minimize negative impacts on fish-bearing streams and the Salish Sea, and rectify existing fish passage barriers.

e. Encourage development of transportation systems that increase regional energy efficiency and reduce environmental impacts that contribute to climate change.

f. Promote use of alternative fuels and technologies that reduce pollution and greenhouse gas emissions and other environmental impacts from transportation.

g. Engage the full range of active transportation measures appropriate to the land use to encourage overall physical activity and community health and well-being.

h. Ensure environmental considerations are not used as justification to hinder non-motorized projects when the impact of those projects in reducing motorized travel outweigh its environmental impacts.

i. Ensure that vulnerable and under-served populations do not incur disproportionately high and adverse human health or environmental effects from transportation programs, policies, and investments.

j. Advocate and implement incentives for vehicle trip reduction strategies to reduce the growth in per capita vehicle miles traveled.

k. Strive to balance appropriate levels of environmental protection with the costs of achieving it, recognizing that environmental and human health impacts of the transportation system can be offset by engaging the complete range of motorized and non-motorized transportation options and curbing urban sprawl.

l. Encourage deployment of zero-emission vehicles and the charging and fueling infrastructure necessary to support them.

m. Prepare for more extreme weather events in addition to earthquake preparedness coordination to enhance the region's ability to respond and recover to disruptions and natural disasters.

Goal 10: Preservation, Maintenance, and Repair

Protect investments that have already been made in the transportation system and keep life-cycle costs as low as possible.

Policies:

a. Prioritize maintenance, preservation, and repair of the existing transportation system, using preventive maintenance programs to keep life-cycle costs low.

b. Coordinate utility and road projects to minimize the impact of utility projects on the structural integrity of roads. Where possible, leverage investments for both project types to deliver more cost-effective public facilities.

c. Explore innovative programs that reduce infrastructure life-cycle cost or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.

d. Coordinate road projects with neighboring jurisdictions or between local agencies and WSDOT where appropriate.

Goal 11: Safety and Security

Promote the safety and security of those who use, operate, and maintain the transportation system and strive towards zero roadway fatalities and serious injuries.

Policies:

a. Use a combination of education, enforcement, design features, and investments, such as recoverable slopes, guardrail, etc. to mitigate existing hazards and avoid potential hazards for all modes of travel.

b. Construct shoulders with enough width to accommodate multiple modes safely while also providing for run-off-the-road recovery or driver ability to pull off the road.

c. Promote systemic safety planning and development of coordinated Safe Street plans and implementation strategies.

d. Integrate appropriate *Complete Street* design elements on highway facilities in locales where land use patterns generate transit, walk, or bike trips that need to be accommodated safely, recognizing that rural conditions will be different than urban conditions.

e. Invest in projects that improve passenger safety and security on public transportation and at associated facilities like park-and-ride lots and transit centers.

f. Provide for safe walking and biking routes to schools.

g. Retrofit key transportation facilities to improve their ability to withstand a major earthquake or other natural disaster.

h. Work towards system redundancy (e.g., parallel corridors), where feasible, to support emergency responses and reduce community disruptions during natural or man-made disasters.

i. Encourage coordination between transportation system providers at the local, state, tribal, and federal levels and emergency response providers, and enhance coordination across county boundaries.

Goal 12: State Highways

Goal: Improve the safety and operations of Highways of Statewide Significance and Regional Significance that function as the transportation backbone supporting the region's communities and their economies.

Policies:

a. Advocate for maintenance and improvement of regional highways — especially the primacy of US 101 — in consideration of the fact that the Olympic Peninsula is particularly reliant on regional highways due to topographic constraints and alternative routes are not often possible.

b. When intersection improvement is warranted for intersections with Highways of Statewide Significance (HSS), and where channelization and turn lanes are insufficient, consider grade-separated interchanges, underpasses, and roundabouts rather than signalization and all-way stops.

c. Coordinate with the Washington State Department of Transportation at the planning level and the development review level to ensure that improvements needed to maintain access to and functionality of the highway system occur concurrently and are consistent with community development.

d. Work to get the entire US 101 route and State Route connectors to urban areas within the region designated as a critical freight corridor in state and federal studies, plans, policies, and funding allocation.

e. Support development and implementation of WSDOT's State Facilities Action Plan for the Peninsula Region.

f. Recognize that the Washington State Ferry system is part of the state highway system and is designated as a Highway of Statewide Significance.

g. Encourage coordination between WSDOT and local agencies when "Main Street" is a state highway to ensure compatibility between highway design and adjacent land uses and promote effective "complete street" multimodal design elements.

Goal 13: Local Streets, Roads, and Bridges

Goal: Establish a regional network of streets, roads, and bridges of regional significance that provide for the safe and efficient movement of people and goods, while supporting locally adopted land use plans.

Policies:

a. Support "complete streets" design elements in the construction of streets, roads, and bridges which accommodate both motorized and non-motorized (i.e., active) modes of transportation.

b. Design transportation networks that facilitate multimodal options for intra- and inter-community travel.

c. Limit the addition of travel lanes to those corridors that can demonstrate long-term benefit, and where an increase is determined to be the best alternative.

d. Use roundabouts as tools for safely and efficiently managing the flow of traffic at intersections where they are an appropriate alternative to signalization or signage.

e. Consider the use of access management techniques to preserve roadway capacity, minimize operating inefficiencies resulting from land use and development pressures, and increase overall system's safety.

f. Develop an interconnected grid of local streets and roads in urban areas to increase individual travel motorized and non-motorized options, enhancing community connectivity.

g. Ensure that transportation projects adequately meet needs, work in harmony with their surroundings, and add lasting accessibility to the communities they serve.

h. Speed limits should be based on objective traffic engineering considerations in order to achieve consistency across the network and to discourage unsafe vehicle speed discrepancy.

Goal 14: Multimodal Transportation System

Goal: Move toward an integrated multimodal transportation system that works with land use to increase travel options, reducing growth in vehicle miles traveled and the need to drive alone.

Policies:

a. Maximize quality transportation choices including walking, biking, public transportation, marine transportation and motor vehicles.

b. Develop transit transfer centers, activity centers, employment centers, schools, marine transportation terminals, the waterfront, and airports to incorporate safe and efficient connections of travel modes.

c. Invest in individual travel modes in ways that meet mode-specific needs while contributing to the overall development of a seamless, interdependent multimodal transportation system.

d. Plan for the integration of non-motorized modes on the existing transportation system, using *Complete Street* design elements to accommodate safe non-motorized travel.

e. Develop and implement a public outreach and marketing effort that informs travelers about all travel options.

Goal 15: Public Transportation

Goal: Provide an appropriate level of interdependent reliable, effective public transportation options commensurate with the region's evolving needs.

Policies:

a. Support implementation of each transit agency's long-range transit plan, emphasizing accessibility via primary routes serving cores areas and regional transportation corridors, consistent with their adopted Service Standards.

b. Increase the share of all trips made by public or tribal transit.

c. Encourage transit agencies to accommodate bicycles in buses so that multimodal trips are possible with fewer limitations.

d. Promote commuter vanpool programs and other ride-sharing options to provide cost effective, flexible alternatives to driving.

e. Continue inter-regional transit partnerships that result in express intercity transit service across the region, linking outlying areas to ferry terminals and to the I-5 corridor.

f. Promote safe, convenient, and cost-effective transit services for youth, seniors, people with disabilities, low income individuals, veterans, and other people with special needs.

g. Increase awareness of public transportation strategies through expanded education and public information tailored for various age groups and interests.

h. Consider a broad range of public transportation programs and innovative services to address first-mile / last-mile barriers to transit access and other challenges associated with highly rural services.

i. Use optical data readers where transit performance can be improved.

j. Use information technology to inform travelers about transit options for intra- and inter-community travel.

k. Support and advocate for the maintenance and enhancement of transit service, including rural areas, rather than reduction of service in periods of financial challenge.

l. When establishing transit stops, consider the need for safe passage for pedestrians across state highways.

m. Support effective Transit Asset Management plans and vehicle replacement schedules.

n. Promote fare-free service where it is feasible.

o. Explore opportunities to increase convenient and reliable intercity bus travel with the aim of establishing service all the way around the Olympic Peninsula.

p. Pursue opportunities to increase the availability and convenience of long-distance intercity bus travel.

Goal 16: Biking

Goal: Increase the share of all trips made safely and conveniently by biking.

Policies:

a. Complete a safe and convenient regional bicycle network that acts as an integral part of the overall transportation system.

b. Provide safe and convenient bicycle routes to all schools in the region.

c. Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.

d. Provide bicycle parking facilities such as “bike and rides” at existing and future transit centers, park-and-ride locations ferry terminals and other multimodal facilities.

e. Encourage provision of short- and long-term bicycle storage and amenities at schools, employment sites and major activity centers.

f. Develop an education program for bicyclists to increase understanding of bicycling laws and encourage appropriate cycling behavior.

g. Consider long-term strategies for funding bicycle facilities and services, encouraging public agency-funded bicycle facilities that support a level of service commensurate with bicycle mode share.

h. Support "bike share" programs that allow for temporary use of bicycles for intra-city transportation.

Goal 17: Walking

Goal: Increase the share of all trips made safely and conveniently by walking and by integrating walking with other forms of motorized and non-motorized transportation.

Policies:

a. Provide a direct, safe, interconnected transportation and pedestrian network that supports existing desired land uses.

b. Construct safe sidewalks and effective well-lit crosswalks within an appropriate radius of every school in the region.

c. Construct frequent well-lit pedestrian crossings, especially along primary transit routes and near activity centers.

d. Develop direct, "cut-through" connections for pedestrian and bike travel within and among neighborhoods and destinations such as major transit routes, schools, activity centers, and other destination where pedestrian travel is expected.

e. Require pedestrian-friendly building and site design in areas where foot travel is likely and encouraged, such as city centers, regional activity centers and residential developments.

f. Provide street lighting, trees, benches, and other elements that make walking safe and pleasant.

g. Support the retrofit of existing facilities with "complete street" treatments that better accommodate pedestrian trips associated with nearby land use activities.

Goal 18: Freight Mobility

Goal: Promote efficient, cost-effective, and safe movement of freight in and through the region.

Policies:

a. Promote safe and efficient access between highways and other major freight corridors, and between intermodal transportation facilities and industrial areas in the region.

b. Increase the amount of freight that is moved by rail or marine modes to enhance efficiency, productivity, safety and mobility.

c. Address weather-related weight restrictions on streets, roads, and bridges that are important freight routes.

d. Support the economic vitality of local communities through coordinated land use policies and design standards that facilitate safe and efficient local access for commercial vehicles while reducing localized congestion impacts and avoiding multimodal conflicts.

e. Maintain compatibility between industrial areas and other surrounding land use activities and ensure design standards minimize conflicts between trucks and other system users as appropriate in urban and rural settings.

f. Use innovative measures to encourage more off-peak freight travel where practical, including but not limited to strategic use of signal priority for trucks and peak-time tolling.

g. Consider introduction of intermodal freight transfer sites near urban centers and other measures to reduce the volume of heavy freight traffic on city streets, improve livability, and create employment opportunities.

h. Promote coordinated freight data collection efforts to enhance local opportunities at securing freight mobility grants.

Goal 19: Rail

Goal: Ensure the long-term viability and continued use of existing rail lines in the region for freight.

Policies:

a. Ensure preservation of the active short-line rail corridor serving the Navy base in Bremerton.

b. Support appropriate short- and long-term opportunities for the potential shared uses of freight rail lines.

c. Facilitate the integration of other transportation assets within existing rail corridors.

d. Use design techniques, ITS, and operations coordination to minimize potential conflicts between trains and other modes of transportation, and between trains and adjacent land uses.

e. Work with WSDOT's Rail Division to prioritize the acquisition of right-of-way threatened with abandonment in order to preserve these corridors for potential transportation use in the future.

Goal 20: Marine Highway

Goal: Provide an appropriate level of facilities and services to meet the region's marine highway transportation needs for freight and passenger travel.

Policies:

a. Maintain and preserve existing auto and walk-on ferry service and explore new service connections where practical.

b. Upgrade existing ferry terminals to better accommodate shoreside traffic and efficient loading and unloading while minimizing impacts on adjacent communities.

c. Upgrade ferry terminals to accommodate future electric ferry vessel charging needs.

d. Consider incorporating information technology in the scheduling of ferry routes to facilitate coordination with other public transit technologies.

e. Maintain existing marine terminal facilities for waterborne freight movement.

f. Encourage coordination among all port districts and stakeholders to support consistency between adopted land use plans and long-range marine terminal development strategies, including adequate truck and rail access.

g. Encourage participation in federal Marine Highway 5 intergovernmental planning and coordination activities affecting ports and maritime resiliency in the Peninsula region.

Goal 21: Aviation

Goal: Provide an appropriate level of facilities and services to meet the general aviation needs of residents and businesses in the region today and in the future.

Policies:

a. Encourage coordination between port districts and local agencies to ensure consistency between adopted land use plans and long-range airport development strategies, to encourage land use compatibility in affected areas adjacent to the airport.

b. Maintain and upgrade regional airport assets for small jet and prop aircraft.

c. Plan for the introduction of Vertical Take-Off and Landing aircraft, Unmanned Aerial Vehicles, and other emerging aviation technologies that will introduce new roles for small aircraft in rural regions.

d. Support regional passenger service at airports.

e. Develop a multimodal transportation system that better serves the needs of air travelers by including viable travel alternatives between local communities and regional airport facilities, and to and from SeaTac International Airport.