

### **31.02.440 Clallam County bicycle plan.**

The goal of this bicycle plan is to improve conditions for bicycling in Clallam County and to encourage more cycling as a healthy, traffic-reducing alternative to motorized transportation. This plan will enhance the transportation system by providing new levels of personal mobility for a moderate cost while encouraging cleaner air and providing increased access to free or inexpensive opportunities for physical activity to promote a healthier population.

The following recommended improvements will make bicycle commuting a viable option for the portion of the County population for which bicycling is an alternative mode of transportation for going to work, running errands, attending meetings, and doing business.

The majority of this plan is oriented towards improvements specifically for bicyclists. However in rural areas, wider shoulders will also benefit pedestrians, since rural shoulders are used by walkers, runners, horseback riders, families with strollers and wheelchair users.

### **31.02.441 Existing bicycle facilities.**

The first phase of the Olympic Discovery Trail constructed in 1986 was the Waterfront Trail in Port Angeles. This project began at the City Pier on Railroad Avenue and extended eastward to the former mill site of Rayonier, Inc. The initial work on the Waterfront Trail was extended by the City over the next 10 years westward along Marine Drive, through the Daishowa Mill site, to the Coast Guard Station entrance on Ediz Hook. Utilizing the abandoned railroad right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, County road crews and County-funded contractors extended the trail eastward along the coastline to Morse Creek, through the Morse Creek ravine, to the Deer Park Scenic Gateway – providing 7.7 miles of a scenic and safe alternative trail routing allowing trail users to avoid the higher risk US 101 route. The trail continues off-road 14 miles across the County to Railroad Bridge Park near Sequim. It passes an additional 5.3 miles through Sequim on a separate trail and when complete will traverse an additional eight miles to the Clallam-Jefferson County Line. The Jefferson County portion, when complete, will add 24 miles. Ultimately, the Olympic Discovery Trail will serve as a two-county signed bicycle route running 145 miles from the Port Townsend ferry terminal through Discovery Bay, Gardiner, Blyn, Sequim, Carlsborg, Agnew, and Port Angeles to Forks where extensions of the trail will continue on to LaPush on the Pacific Coast and south of Forks to the south County line. A network of well-marked feeder routes will make this facility accessible to the general population inviting commuting and recreational bicyclists.

Since 1993, Clallam Transit buses have installed bike racks on the front of buses. They accommodate four bicycles at a time to travel any route and allow bus riders to complete their destination by bicycle.

Shoulder width improvements to Old Olympic Highway, from Towne Road to Kendall Road, were a very desired bicycle facility improvement. The completion of the Old Olympic Highway reconstruction projects identified in the Six-Year Transportation Improvement Plan will expand this bicycle facility.

### **31.02.442 Bicycle routes.**

(1) Designated bike route from west to east.

<b>Road Name</b>	<b>Route</b>
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101	From Jefferson County Line to Sappho
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113 (Burnt Mt. Hwy.) From Hwy. 101 to Hwy. 112

112 From Burnt Mtn. to Hwy 101 (Lower Elwha Road)

Lower Elwha Road From Hwy. 101 to Edgewood

Edgewood Drive From Lower Elwha To Airport

Airport From Edgewood To Lauridson Blvd.

Lauridson Blvd. From Airport to M Street

M Street From Lauridson Blvd. to Hill St.

Hill Street All

Marine Drive From Hill Street to Morse Creek via Waterfront Trail

101 Morse Creek to Old Olympic Highway

Old Olympic Highway From 101 to Sequim-Dungeness Way

Port Williams From Sequim-Dungeness Way to Brown Road

Brown Road From Port Williams to West Sequim Bay Road

West Sequim Bay Road From Port Williams to Highway 101

101 From West Sequim Bay Road to Old Blyn Hwy.

Old Blyn Hwy. All

101 From Old Blyn Hwy to County Line

(2) The following would be feeder routes to the County bicycle (through) route:

#### **West End**

LaPush and Mora Roads All

112 Neah Bay to Burnt Mtn.

Hoko/Ozette Road All

Clark Rd./Sol Duc Valley All

101 From Sol Duc Valley to North Shore

North Shore All to Spruce Railroad Trail

Joyce Piedmont From Railroad Trail to Hwy 112

#### **Port Angeles**

Front Street From College Plaza to Waterfront Trail

First Street From College Plaza to Waterfront Trail

Race Street Front Street to Hurricane Ridge Road

#### **Sequim (north of 101)**

Kitchen-Dick Road From Lotzgesell to Olympic Discovery Trail

Lotzgesell Road From Kitchen-Dick to Cays Road

Cays Road From Lotzgesell to Anderson Road

Anderson Road From Cays to Sequim-Dungeness Way

Sequim-Dungeness Way From Lotzgesell Road to City of Sequim

#### **Sequim (south of 101)**

River Road From Hwy. 101 to Happy Valley Road

Happy Valley From River Road to Hwy. 101

#### **East of Sequim**

East Sequim-Bay Road From 101 to State Park

Diamond Point Road From 101 to State Park

#### **31.02.444 Bicycle facility improvement needs.**

The improvements included below are those which would most significantly contribute to safe cycling in the most cost effective manner. Many recommended improvements simply involve road designs and improvements that foster motorist awareness and consideration of bicyclists. Other improvements are designed to guide cyclists regarding their position on the pavement. Where possible, the listed improvements are referenced by a Clallam County Policy from CCC 31.02.420.

##### **(1) Roads, Shoulders and Bridges.**

###### **(a) Roads.**

(i) Bicycle facilities should, at a minimum, meet the current AASHTO Guidelines. (Policy 8.a, subsection (1)(h)(i))

(ii) Incorporated or urban growth areas should have designated vehicle-shared or separated bike lanes on Highway 101 and Race Street. (Policies 1.a and 8.b, subsections (1)(a)(i) and (1)(h)(ii))

###### **(b) Shoulders.**

(i) As an alternative to bike lanes, shoulders should be sufficient to accommodate cyclists and/or pedestrians. (Policies 5.c, 5.d, and 8.a, subsections (1)(e)(iii), (1)(e)(iv), and (1)(h)(i))

(ii) Shoulder design guidelines for County-designated bike routes with more than 200 vehicles average daily traffic (ADT):

Speed Limit (mph)	Min. Shoulder Width
30 or 35	3'
40 or 45	4'
50 or 55	5'

(iii) Shoulders should be swept regularly to keep pavement free of debris. (Policy 1.a, subsection (1)(a)(1))

(iv) Shoulder should be repaired with smooth patches to prevent accidents.

(v) Shoulder widths should be maintained as future turn lanes are added.

(vi) Fog lines should be repainted as needed to stay visible.

(vii) Shoulders should be unobstructed by overhanging mailboxes.

(c) Bridges. It is recommended that signing and education be used to warn cyclists and motorists of the hazards bridges create for both cyclists and motorists. Bridge improvement, such as a consistent shoulder width between roadway and bridge, is the best method for assuring a high level of safety.

(2) Other Improvements.

(a) Catch basin drain grates should be brought to street level and oriented properly along Highway 101 in urban growth areas. Adjust level of grates to be flush with future pavement overlays;

(b) Install bicycle sensitive traffic signals at major intersections during regular replacement schedule of traffic signal sensors. Mark the bicycle detection zone at those intersections. (Policy 29.I, subsection (5)(l));

(c) Development review should include consideration of traffic impacts to bicyclists and the potential of mitigation for bicycle facilities. (Policy 29.e, subsection (5)(e));

(d) Regular resurfacing projects should encompass the entire length of road rather than brief portions in order that the road conditions for the whole road be unsuitable for only one construction season (rather than have consecutive portions of the same road be unsafe for several maintenance periods).

(3) Bicycle Parking. Convenient, secure, and protected bicycle parking is as crucial to encouraging non-motorized transportation as parking space is to a motor vehicle. County and city building codes, for municipal, commercial, or business development, should include a minimum standard for bicycle parking capacity equal to 10 percent of required motor vehicle parking spaces.

(4) Transit Connections. There is tremendous potential in Clallam County for linking bicycling with transit due to the linear orientation of Highway 101. Several County road collectors, of generally six to eight miles each (ideal bicycle commuting distance), connect with Highway 101. With facilities such as secure bicycle parking and bike racks on buses, bicycling becomes a strong alternative for many commuters living miles outside of urban growth areas.

A very important consideration is that of safety for both bicyclists and pedestrians in crossing the highway to and from transit stops. The most suitable solution may be bicycle/pedestrian overpasses at major intersections, such as the junction of Old Olympic Highway/SR 101, to maintain traffic flow without traffic signals.

(5) Signage. Clear, prominent, and consistent signage to safely and expeditiously guide trail/path users to and along the entire bicycle complex, whether the Olympic Discovery Trail, the Adventure Trail, and the Scenic Bike Route; and to and from other major trails such as the Pacific Northwest Trail and any of the feeder routes.