

Ordinance 802

An ordinance amending portions of Clallam County Code
Chapter 31.04, Port Angeles Regional Plan

BE IT ORDAINED BY THE BOARD OF CLALLAM COUNTY COMMISSIONERS:

Section 1. Section .030, Port Angeles Planning Area – 2014 Vision Statement, is amended to read as follows:

a transportation hub,...

Port Angeles is linked to all other urban growth areas in the County by an efficient transit system. The County-wide transit system operates a high speed electric bus in the “transit priority” lane of Highway 101. Many electric cars now are used for local trips. The new Port Angeles Parkway provides an alternate east side, cross town route for local access to Port Angeles. The airport has become the center for commuter, visitor and freight shipment with convenient connections to transit, ferry and freight haulers. Within the Port Angeles urban growth area, neighborhood population centers are linked to the waterfront trail system through trails located in the stream ravines, allowing Olympic Discovery Trail via multiple feeder trails and paths for efficient non-motorized transportation options for reaching work or for recreation.

Section 2. Section .105, Public facilities and services – Policies, paragraph (1)(a) is amended to read as follows

(1) Parks and Recreation.

(a) ~~{Policy No. 1}~~. Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(i) Insure prominent signage of the Olympic Discovery Trail and all its access trails and paths. Encourage the completion of the waterfront trail to the Morse Creek Overlook area and extend the trail to connect it to Old Olympic Highway.

(ii) Develop a prominent system of bicycle/pedestrian feeder trails connecting US 101 to the Olympic Discovery Trail utilizing, among other options, creek bottom corridors such as Tumwater and Valley Creek Trails bicycle/pedestrian feeder trails which connect Highway 101 to the waterfront trail utilizing creek bottom corridors to provide efficient non-motorized transportation options in the Port Angeles urban growth area.

(iii) Encourage the development of the Foothills Cross Country Equestrian/Pedestrian Trail.

(iv) Maintain working relationship with Pacific Northwest Trails Association in the development of feeder trails and lowland alternatives to their primary Pacific Northwest Trail Route (PNT). As a lowland option to the PNT, the Olympic Discovery Trail route may be designated a National Recreation Trail where it qualifies and not a National Scenic Trail should the PNT achieve that status.

(iv) Encourage the establishment of neighborhood parks within the urban growth area to provide for the localized recreational needs of neighborhood residents in the urban area.

(vi) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(vii) Encourage further development of public access to freshwater areas, particularly Lake Sutherland and the Elwha River. With the Elwha dam removal, there will be increased visitation and safe access will be needed.

(viii) Existing managed public access to public forest lands for recreation should be maintained.

Section 3. Section .115, Transportation policies, paragraph (1)(b)(iii), (1)(b)(v), (4)(b-f), (5), and (6) are amended to read as follows:

(b) ~~[Policy No. 2].~~ Enhance the roadway aesthetics and improve the facades and landscaping of businesses fronting on the Scenic Highway 101 corridor in the urban growth area in order to enhance business opportunities and general appearance to local residents and the traveling public.

(iii) Clallam County should work with the Washington State Department of Transportation to ~~improve the appearance and functionality of the overlook area above Morse Creek and to develop a parking area and roadside park at the bottom of the Morse Creek curve to serve as an entrance point to the Port Angeles waterfront trail. Assist WSDOT in obtaining the funding for needed improvements-obtain funding for ADA accessible restrooms at the Deer Park Scenic Gateway Center, a popular access point to the Olympic Discovery Trail.~~

(v) Increase traveler information and services at the ~~Morse Creek Overlook area~~ Deer Park Scenic Gateway Center. Advise-Inform vehicle and bicycle travelers about the Olympic Discovery waterfront Trail, its route and connections, and access to city services

(4) Paths, Trails and Sidewalks.

(b) ~~[Policy No. 11].~~ The ~~Port Angeles waterfront trail~~ Olympic Discovery Trail should be a priority transportation and recreational facility providing easy access to affordable physical activity, a safe off-road non-motorized alternative for commuters, and a scenic route for touring used to bring bicyclists to the Port Angeles urban area. The Olympic Discovery Trail at full development will connect Port Townsend to Forks with trail extensions accessing LaPush on the Pacific Ocean, a total distance of 145 miles.

(c) ~~[Policy No. 12].~~ A system of lateral/feeder trails should connect Highway US 101 to the ~~w~~Waterfront ~~t~~Trail adjacent to Lee's, Ennis, Peabody and Tumwater Creeks.

(d) ~~[Policy No. 13].~~ Encourage the westerly extension of the waterfront trail from the base of Ediz Hook to expand the regional trail facility. Study the use of the Port Angeles water system waterline corridor to extend the waterfront trail from the City's eastern boundary to the Elwha River Road area. Utilizing City-owned former railroad grade, complete and sign the westerly extension of the Olympic Discovery Trail from the base of Ediz Hook to the City's western boundary and the Elwha River including construction of a bridge over Dry Creek by the City.

~~(e) [Policy No. 14] Encourage the completion of the waterfront trail to the Morse Creek overlook area and the further development of a path or trail connecting the urban areas of Port Angeles and Sequim via Highway 101 and Old Olympic Highway~~

(fe) ~~[Policy No. 154.]~~ A path, trail, or sidewalk accommodating non-motorized travel shall be required along Highway US 101, County arterials, major collectors within urban growth areas, and within walking distance of school facilities

(5) ~~Bicycle Routes.~~ ~~[Policy No. 165].~~ The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of ~~three (3)~~ five (5) feet, depending on the speed limit of the road. Several of these routes are within the City of Port Angeles. The City should be encouraged to designate these routes and provide safe bicycle shoulders.

- Highway US 101 from Siebert Creek to Lake Crescent
- Old Olympic Highway from Siebert Creek to Highway 101
- Olympic Discovery Trail/Waterfront Trail from Old Olympic to Ediz Hook
- Marine Drive
- Front Street from College Plaza to the Waterfront Trail
- First Street from College Plaza to the Waterfront Trail
- Race Street from Front Street to the Hurricane Ridge Road
- Hill Street
- M Street from Hill Street to 18th Street

- L Street from 18th Street to Lauridsen
- Lauridsen from L Street to Airport Drive
- Airport Drive from Edgewood Drive to Lauridsen Boulevard.
- Edgewood Drive from Airport Road to Laird Road
- Laird Road from Edgewood Drive to Highway 101
- Highway 112 from Freshwater Bay to Highway 101

(6) Multimodal:

(a) [~~Policy No. 176~~]. First priority for transit service and facility improvements should be for designated urban growth areas and routes along the regional transportation system.

(b) [~~Policy No. 187~~]. Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in the urban growth areas of Port Angeles and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on-site.

(c) [~~Policy No. 198~~]. Encourage reduced reliance on single occupant vehicles (SOV) and reduce vehicle trips generated while encouraging the use of other transportation modes as cost effective or time saving travel alternatives.

(i) In the Port Angeles urban area, foster employer and retail business partnerships with the assistance of local service organizations to implement programs encouraging employees to use alternate transportation modes by exchanging coupons as proof of HOV or non-motorized trips to work for retail service or merchandise.

(ii) Encourage transportation shuttle services and parking strategies for regional attractions such as Hurricane Ridge, the Elwha Valley, and Lake Crescent with private charter services and public/private partnerships.

(iii) Encourage ridership and support transit expansion to reduce single occupant vehicles (SOVs).

(iv) Develop neighborhood scale park-and-ride lots at Highway 101 junction of collectors in the Port Angeles urban area. Design lots with bicycle storage facilities on-site.

Proposed locations: Gales Addition (Stock Market Foods), Mt. Pleasant Road., Strait View Drive, and Deer Park Road.

(v) Pursue the Port Angeles Multimodal Transportation Center for most efficient usage as a regional and local facility.

(7) Airports.

(a) [~~Policy No. 2019~~]. Ensure that land uses adjacent to the Port Angeles International Airport are compatible with the continued use of the airport for the air transportation needs of the region.

(b) [~~Policy No. 210~~]. Provide adequate roadway connections between the Port Angeles International Airport and the existing major arterial streets, roads and highways serving the airport. Ensure that there are adequate public transportation connections to the Port Angeles International Airport.

(8) Marine Terminals.

(a) [~~Policy No. 221~~]. Ensure adequate access to the Port Angeles Marine Terminals providing ferry access to Canada.

(b) [~~Policy No. 232~~]. Monitor efforts to establish a high speed passenger/package freight vessel transportation system (i.e., mosquito fleet) in the Puget Sound region, and support the inclusion of Port Angeles in such a system if it is established.

(9) Level of Service.

(a) [~~Policy No. 243~~]. The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.

(b) [~~Policy No. 254~~]. New development, such as land divisions and non-resource uses (e.g., forestry, agriculture, fisheries) should not be allowed unless served by a County road meeting a surface width standard of ~~eighteen~~(18) feet and having a maximum grade of ~~twelve~~(12) percent.

(10) Financing.

(a) [~~Policy No. 265~~]. Place a high priority on investment and expenditure of limited public funds in the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods.

(b) [~~Policy No. 276~~]. The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) [~~Policy No. 287~~]. Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

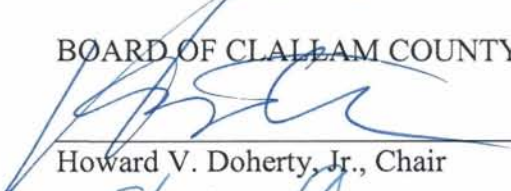
(d) [~~Policy No. 298~~]. The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as significantly higher average daily traffic (ADT).

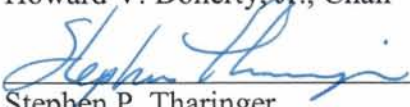
Section 4. Section .135, Economic development – Policies, paragraph (13) is amended to read as follows:

(13) Recreational developments ~~which that~~ provide attractions to tourists and citizens in the area should be encouraged. Examples of appropriate developments would include golf courses, shoreline access, parks, and trails. Existing tourist attractions, including ~~the~~ Hurricane Ridge, the Olympic Discovery Trail, and Sol Duc Hot Springs should be maintained for year-round public access and enjoyment.

ADOPTED this nineteenth day of December 2006

BOARD OF CLALLAM COUNTY COMMISSIONERS


Howard V. Doherty, Jr., Chair


Stephen P. Tharinger

ATTEST:


Trish Holden
Trish Holden, CMC, Clerk of the Board

Excused Absence
Michael C. Chapman