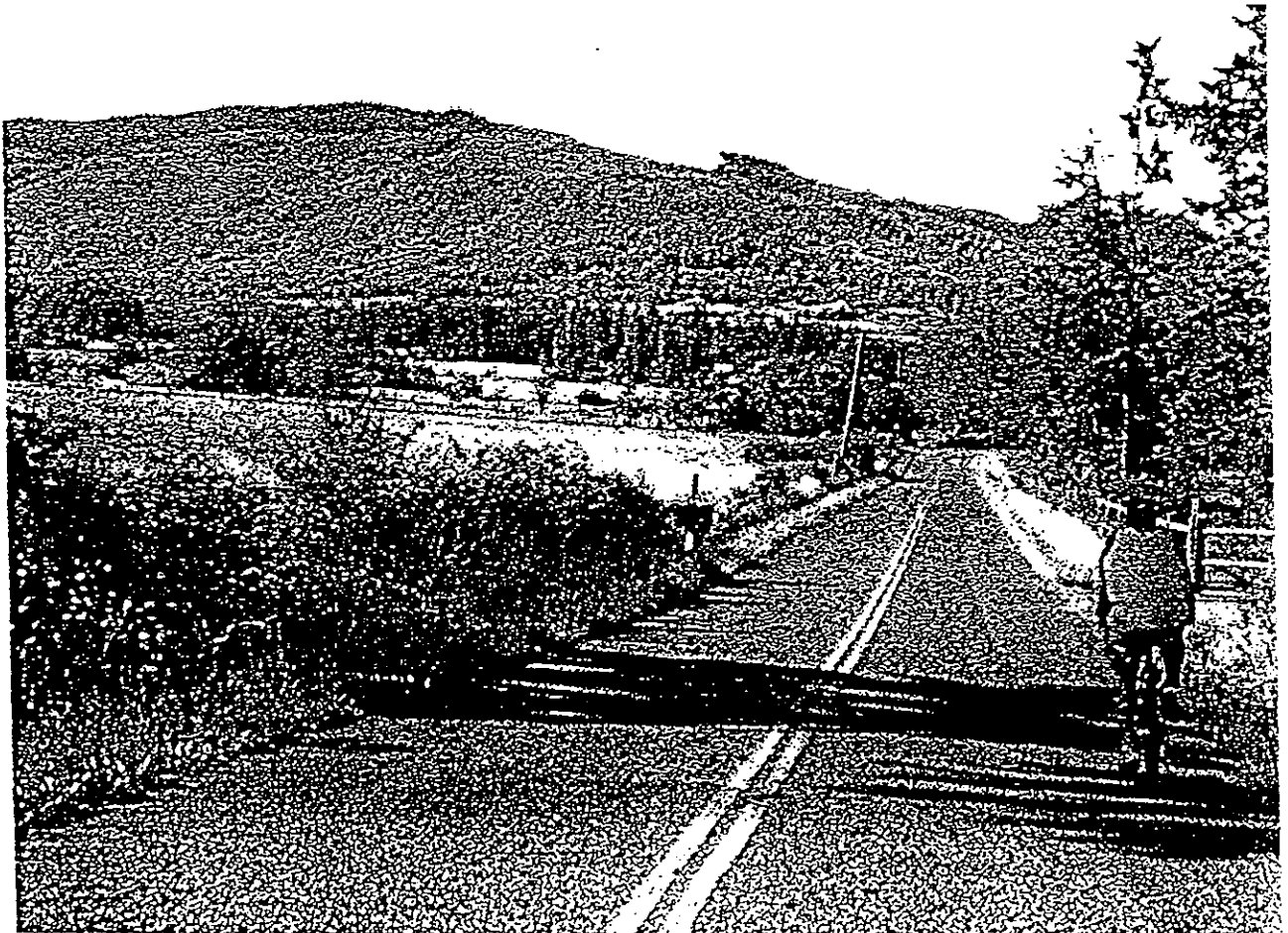


APPENDIX D

**Sequim/Dungeness Valley Non-Motorized
Transportation Plan Summary
November, 1997**

**SEQUIM/DUNGENESS VALLEY
NON-MOTORIZED
TRANSPORTATION PLAN**

NOVEMBER, 1997



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**SEQUIM/DUNGENESS VALLEY
NON-MOTORIZED TRAILS PLAN**

NOVEMBER 1997

MACLEOD RECKORD
Landscape Architects

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SECTION 1: SUMMARY

Overview

The City of Sequim has a history of recognition and encouragement of walking and bicycling within the community. Previous Comprehensive Planning efforts have realized the value of providing for alternatives to the automobile, and have included trail elements within the larger community plans and recreation plans.

Purpose

The Plan identifies specific projects that will, when taken together, improve conditions for walking and bicycling and will encourage them as an attractive alternative form of transportation. The Plan will be used over the next 20 years to guide decisions about non-motorized facilities, and will be the Non-Motorized component of the Transportation element of the Comprehensive Plan.

GMA

The Growth Management Act of 1991 (ReESHB 1025) requires that communities must develop and approve a Comprehensive Plan to recognize and meet growth demands over the next twenty years. It is anticipated that the recommendations of the Plan will, when adopted, provide the conceptual and planning basis for the non-motorized transportation component of the Transportation element of the Sequim Comprehensive Plan. The Plan will provide the basis for non-motorized facility implementation over the next twenty years.

PROCESS

The Plan is driven by, and takes direction from, the Citizen's Trail Advisory Board and others interested in the process. Meetings were held with City Staff, Board members and interested citizens. During the process, articles appeared in the newspaper and additional input was solicited from the citizenry. The following questions and issues surfaced as a result of this process and helped guide the development of this Plan:

- **Safety:** How to reduce the hazards, both real and perceived, inherent in the use of the system.
- **Gaps in the system:** How to complete the system and connect destinations.
- **Visibility:** How to improve signage and route directions, and provide maps for trail users.
- **Character:** How to develop an expanded system that is safe and



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efficient while recognizing the positive attributes of the physical community.

- **Education:** How to teach both trail users and motorists good habits within an integrated, intermodal system.
- **Implementation:** How to expand an integrated system, over time, in a way that reflects changing circumstances and demands.
- **Cooperation between agencies:** The public expects full cooperation between agencies in implementing a plan which has regional implications.

PLAN COMPONENTS

Goals and Policies

In order to focus the planning efforts and identify the overall objectives of the process and the Plan, a set of Goals and Policies was developed interactively among the Citizen's Trail Advisory Board, staff, citizens and consultants. These Goals and Policies build upon those already established in the *1997 Comprehensive Plan* and focus more specifically on developing future facilities. These will help guide future decision-making and indicate a clear commitment by the City to advance the Plan.

Examination of Current Conditions and Previous Plans

The consultant, staff, and Citizen's Trail Advisory Board worked together to develop a coherent and full understanding of existing conditions, challenges and opportunities for the City. This was critical to developing a focus of efforts and an understanding of appropriate solutions. To assure concurrence as mandated in the GMA process, several recent planning documents were reviewed and used as background for this plan.

Facilities Plan

The Plan describes 47 projects that will provide a complete system, built upon the expansion of the existing facilities. The majority of projects are on-street pedestrian and bicycle route designations and improvements within active road right-of-ways. They range from major capital improvements to smaller projects such as signage and other improvements with low capital costs. Some may include suggestions for improving the system by changing automobile traffic patterns and regulations in specific corridors. The criteria for prioritizing projects includes safety needs, linking destinations and cost. It also recognizes the need for concurrence with other city/public works projects.

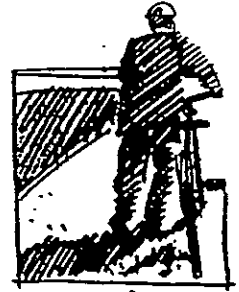


Recommendations:

- The City should use a "service-based" measure that utilizes a specific performance criteria for determining level of service for its biking and pedestrian facilities.

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- Develop a clearly articulated set of pedestrian and bicycle facility classifications.
- Integrate the Facilities Plan with other planned or existing regional trails plans.
- Work with the community and individual property owners to permit public access across some private lands.
- Integrate the Facilities Plan with the planned re-routing of SR101.
- Address a broad range of safety-related issues including crossing improvements, downtown core pedestrian improvements and school walk route improvements.
- Implement new policies and enforce existing restrictions (speed limits, parking , etc.) to maximize benefits of Facilities Plan.



Design Guidelines

The Plan suggests a set of facility design guidelines to be used as the system is developed over time. These guidelines are intended to reflect the concern over the visual impacts of new facilities on the community's character, while also recognizing the need to provide designs which satisfy commonly accepted guidelines in the interests of safety and consistency.

Section Highlights

- Defines six facility types to describe all existing and proposed facilities of the plan.
- Develops subcategories, identifying anticipated user groups, to increase the flexibility of the staff and City Council during implementation of specific projects recommended in this plan.
- Provides flexibility of the system so the City Council and staff can modify recommendations of this plan and respond to resident needs over time.
- Presents the minimum acceptable widths and types of facilities as guidelines for construction of each type of facility.
- Describes state and federal guidelines for facilities.

Recommendations:

- The City should consider an increase in both staff and budgets to meet the increased maintenance of a larger system. The City should also consider the "adopt a trail" program, allowing service organizations to accept maintenance responsibility for sections of trails and facilities, thus reducing in-house maintenance demands.
- The City should build bicycle and pedestrian facilities that provide adequate safety while balancing cost, aesthetics and anticipated use considerations.

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Implementation

A prioritized list of projects has been described in the Plan. Priorities have been established based on public opinion, the recommendations of this plan, and the Committee's consideration of the greatest good, benefits realized and budget realities. This plan reflects the Committee's recommendations about projects that have merit for short term construction, but final decisions will be made by the City Council.

Preliminary project cost estimates associated with capital improvements are included herein. The Plan is the basis for guiding decisions to implement the program logically over time, using public funds. Maintenance of the entire system must also be considered in the final cost analysis for development.

The plan must be responsive to shifting community use patterns and needs. This is accomplished by creating a public comment and re-examination process tied to the biennial budget review process. Every two years the plan and priorities for development of new facilities will be looked at by the community and adjusted based on public input.

Section Highlights

- Tables 3 through 8 list the 47 projects, and the measure for level of service of each, which has initially been rated by City Staff and Advisory Board.
- Table 9 shows a prioritized list of the 46 site-specific projects.
- Table 10 provides estimation on a per foot basis for all categories of projects.
- Facility maintenance and management issues are addressed.
- Continuing public involvement strategies and safety education programs are discussed.
- Funding opportunities are identified.

Recommendations:

- Funding of maintenance and upgrade of existing facilities needs to also be included in yearly funding by the City Council.
- Short term review of priority projects every 2 years.
- Complete all projects in 20 year period.
- The City should provide on-going public information on bicycle and pedestrian facilities and their safe use. This information should include facilities maps, progress on facilities development, and notice of planned project construction, especially to neighbors and those affected by the project.