

## ***Chapter 8: Goals and objectives***

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***2010 Plan Update:*** The following update presents general principles, goals, and objectives related to non-motorized transportation facilities as a component of the overall transportation system. Following the update, the remainder of this chapter has been retained in the original 2002 Plan format.

### ***General principles and goals***

#### **Principles**

The primary purpose of a transportation system is to move people and goods safely and efficiently. Walking and bicycling are efficient transportation modes, particularly for shorter trips. By providing convenient connections to transit routes, the effective trip distance for these modes can be significantly increased.

Walking and bicycling promote physical activity and health; foster safer, more livable, family-friendly communities; reduce household transportation expenditures; and reduce fuel use and vehicle emissions.

Jefferson County's transportation system should serve people of all ages and abilities including children, people too young to drive, people who cannot drive, and people who choose not to drive.

#### **Goals**

In order to fulfill these principles, Jefferson County will work to achieve the following goals:

- a. Provide safe and efficient transportation alternatives for people of all ages and abilities;
- b. Develop accessible, convenient, and safe non-motorized transportation networks as an integral element of its transportation system;
- c. Develop non-motorized transportation facilities and multi-purpose trails that:
  - provide connections within neighborhoods and between communities,
  - provide safe routes to school,
  - connect residential, commercial, employment, and recreational destinations and community facilities, and
  - provide connections to transit routes and other transportation modes.

#### **Objectives**

In order to achieve these goals, Jefferson County will:

- a. Integrate non-motorized transportation facilities into the programming, design, funding, and construction of transportation improvement projects;
- b. Integrate planning for non-motorized transportation facilities with land use and transportation planning in the periodic update to the County Comprehensive Plan;
- c. Consider revisions to the Jefferson County Unified Development Code to require developments to provide appropriate, safe, convenient, and properly-designed facilities for parking and storing bicycles;

d. Identify potential locations for the development of neighborhood connector trails where feasible and cost effective;

e. Work with Jefferson Transit to improve connections between transit routes and non-motorized transportation facilities, including increased opportunities for bicycle commuters to use Transit.

The remainder of this chapter has been retained in the original 2002 Plan format.

***Goals and objectives for specific facilities***

The following goals and objectives are based on an analysis of existing non-motorized transportation and recreational trail conditions, the public forums, and the results of workshop planning sessions with the Non-motorized Transportation Task Force and the Parks Advisory Board.

The goals and objectives in this section will guide the development of non-motorized transportation facilities and multi-purpose trails to destinations throughout the County and connections to adjacent counties. The goals and objectives also guide the development recreational trails, including park and back-country hiking trails, off-road bicycle trails, back-country horse trails, and water access sites.

***8.1 Multipurpose trails***

***Goal:***

Develop a system of multipurpose pedestrian, bicycling, and horse trails that connect neighborhoods and communities and link them with commercial and employment centers, transit routes, schools, public facilities, parks and playgrounds, public tidelands and shorelines, public forest lands and conservancies, unique scenic and historic landmarks, and other transportation modes across the county.

***Objectives:***

***Destinations***

a. Develop multipurpose trail systems that provide connections within neighborhoods and communities.

b. Develop multipurpose trail systems that connect residential areas, commercial and employment centers, schools, public facilities, and parks and playgrounds.

c. Develop multipurpose trail systems that connect to major destinations across county and state jurisdictional lines, such as the Olympic Discovery Trail and the Pacific Northwest Trail.

d. Extend multipurpose trail systems into major public park and forest land sites of interest to a high volume of users.

e. Develop a system of multipurpose trails to connect major historic areas and landmarks of interest to a high volume of users.

f. Provide multipurpose trail access to unique and significant environmental features, shoreline areas, and scenic vistas of interest to a high volume of users.

- g. Extend multipurpose trails on or across public lands in alignments that are separated from vehicular traffic, to the extent possible.
- h. Develop multipurpose trails as separate improvements within a shared road or former railroad right-of-way alignment, such as the Olympic Discovery Trail (ODT) within the former right-of-way of the Seattle & North Coast Railroad (S&NCRR), to the extent amenable to adjoining property owners and as necessary to complete access.
- i. Locate multipurpose trails as separate improvements within easements across public and private lands, such as extending the Olympic Discovery Trail across Department of Natural Resources and Pope Resources timberlands and Department of Fish and Wildlife shoreline properties, where private property owners are in agreement and environmental affects are addressed.

**Services**

- a. Design multipurpose trails to reflect different user volumes and mode mix as well as different site and location contexts including hikers, bicyclists, and horseback riders and young children, senior citizens, and the handicapped.
- b. Furnish multipurpose trails with a comprehensive system of trailheads and services including parking, bike racks and storage facilities, permanent and temporary restrooms, interpretive exhibits, directional signage, picnic shelters, and benches.
- c. Locate trailheads with other public uses and facilities including state and local parks, schools, community centers, and fire stations, particularly where the trail use will occur at an off-peak hour from the principal site activity.
- d. Locate trail access points and rest areas adjacent to public or private uses and facilities including commercial areas, transit stops, pedestrian and bicycle routes, and viewpoints, particularly where the trail compliments the main site activity.

**8.2 Pedestrian systems – sidewalks, barrier-free, and hiking**

**Goals:**

Develop pedestrian systems that connect neighborhoods and communities and link them with commercial and employment centers, transit routes, schools, public facilities, parks and playgrounds, public tidelands and shorelines, public forest lands and conservancies, unique scenic and historic landmarks, and other transportation modes across the county.

Provide safe routes for children who walk and bicycle to school.

**Objectives:**

**Destinations**

- a. Develop sidewalks, streetscapes, and pedestrian facilities in the Port Hadlock Urban Growth Area commercial and high-density residential designations and the rural village commercial centers in Brinnon, Port Ludlow, and Quilcene.
- b. Develop a system of sidewalks, walking routes, and trails in Brinnon, Chimacum, Port Hadlock, and Quilcene that provide safe routes for children who walk to school.

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010

- c. Develop a system of sidewalks, walking routes, and trails that connect residential areas in Brinnon, Chimacum, Port Hadlock, Port Ludlow, Quilcene, and other residential communities in the County with commercial and employment centers, transit routes, public facilities, and parks and playgrounds.
- d. Develop pedestrian routes for commuters from residential communities to major commercial and employment centers, particularly in Port Townsend, Glen Cove, and Port Hadlock.
- e. Connect pedestrian routes for commuters from residential communities with other transportation modes - particularly Jefferson Transit routes and the Washington State Ferry Terminal in Port Townsend.
- f. Extend off-road walking and hiking routes into State and County parks and forestlands.
- g. Identify public tideland walking and hiking routes linking communities with State and County parks.
- h. Identify and develop walking and hiking trails across tidelands to connect communities with public tidelands and State and County parks, where private property owners are in agreement,.

**Standards and services**

- a. Design walking and hiking systems to reflect different skill levels and physical capabilities of children, senior citizens, and the handicapped.
- b. Furnish major walking routes with a comprehensive system of services including parking, restrooms, interpretive exhibits, directional signage, picnic shelters, and benches.
- c. Locate trailheads with other public uses and facilities including State and local parks, schools, community centers, and fire stations, particularly where the use will occur at an off-peak hour from the principal site activity.
- d. Locate access points and rest areas adjacent to public or private uses and facilities, including commercial areas, transit stops, pedestrian routes, and viewpoints, particularly where the route compliments the main site activity.

**8.3 Bicycle systems – on and off-road**

**a. On-road routes**

**Goals**

Commuting routes: Develop a system of bicycle commuter routes for riders of various skill and experience levels linking residential communities with major commercial and employment centers, schools and community facilities, transit routes, ferry service, and other destinations of interest to local experienced bicycling employees, residents, and students.

Touring routes: Develop a system of cross-county bicycle touring routes linking residential communities and tourist facilities with adjoining counties, urban areas, major parks, public tidelands and shorelines, public forestlands and

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010

conservancies, unique scenic and historic landmarks, and other features of interest to the experienced bicycle touring enthusiasts.

**Objectives:**

**Destinations - Commuting routes**

a. Develop local on-road bicycle commuting routes linking residential communities with schools, public facilities, parks and playgrounds in Port Townsend, Port Hadlock, Irondale, Port Ludlow, Chimacum, Quilcene, Brinnon, and other residential communities. Where appropriate or necessary, these local on-road routes may share the roadway or road shoulder on local roads.

b. Extend regional on-road bicycle commuting routes from residential communities to major employment facilities, commercial centers, and business districts in Port Townsend, Glen Cove, and Port Hadlock. Where appropriate or necessary, these on-road commuter routes may share the road shoulder on principal state and county roads.

c. Link regional on-road bicycle commuting routes in residential communities with other transportation transfer points including Jefferson Transit routes and the Washington State Ferry Terminal in Port Townsend. Where appropriate or necessary, these on-road commuter routes may provide bicycle lanes on principal state and county roads.

**Touring routes**

d. Develop on-road bicycle touring routes that access major public park and forest land sites of interest to a high volume of users.

e. Extend on-road bicycle touring routes into major historic areas, districts, and landmarks of interest to a high volume of users, such as downtown Port Townsend, Port Hadlock, Port Ludlow, Quilcene, and Brinnon.

f. Connect on-road bicycle touring routes with unique and significant environmental features and scenic vistas of interest to a high volume of users.

g. Locate on-road bicycle touring routes as designated bicycle lanes on major, high volume traffic highways, to the extent practical and necessary to complete access.

**Standards and services**

a. Design on-road bicycle commuting routes in conformance with Washington State Department of Transportation (WSDOT) and American Association of State Highway & Transportation Officials (AASHTO) standards, reflecting different roadway operations and improvement opportunities.

b. Where high volumes and less experienced riders require and the opportunity allows, develop bicycle facilities that are separated from the roadway by landscaping, fences, and/or traffic barriers.

c. Where bicycle lanes pass through developed areas with curbside parking, designate a bike lane between the motor vehicle lane and the curbside parking lane and expand the roadway to provide lane space for motor vehicles and bicyclists.

- d. Designate shared roadway motor vehicle and bicycle routes with signage at frequent intervals, especially along curves or grades where visibility may be limited.
- e. Furnish on-road bicycle commuting routes with a limited system of services including parking, bike racks and storage facilities, sanicans, directional signage, and benches.
- f. Locate trailheads with other public and private uses and facilities, including commercial and employment centers, hospitals, community centers, fire stations, particularly where the touring activity occurs at an off-peak hour from the principal site activity.
- g. Locate commuter and touring access points and rest areas with other public or private uses and facilities including transit stops, park-and-ride lots, schools, commercial and employment centers, hospitals, particularly at transfer or destination points for the commuting cyclist.
- h. Review the costs and benefits of revising road maintenance activities in order to provide safer and more comfortable on-road bicycle conditions. Revised activities could include more frequent shoulder brooming for on-road bicycle routes, not chip sealing road shoulders that have asphalt surfaces in good condition, and using smaller crushed rock for chip sealing.
- i. Require new approaches on to County roads to have a hard surface, either asphalt or concrete, from the edge of pavement to the edge of right-of-way or a minimum of 10 feet, in order to minimize deposition of gravel on road shoulders.
- j. Assess methods and costs of retrofitting existing gravelled road approaches with hard surface during road resurfacing operations.

**b. Off-road bike trails**

**Goal:**

Develop a system of off-road bike trails for riders of all skill and experience levels that link residential communities with schools and community facilities, major parks and playgrounds, public tidelands and shorelines, public forestlands and conservancies, and unique scenic and historic landmarks across the county.

**Objectives:**

**Destinations**

a: Develop off-road bike trails linking school age children in residential communities with schools, parks, and playgrounds in Port Townsend, Port Hadlock, Irondale, Port Ludlow, Chimacum, Quilcene, Brinnon, and other residential communities throughout the County. Where appropriate or necessary, locate local off-road bike trails within state, county or city road rights-of-way.

b: Develop off-road bike trails linking commuters from residential communities with major commercial and employment centers, particularly to Port Townsend, Glen Cove, and Port Hadlock.

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010

c: Develop off-road bike trails linking commuters from residential communities and other transportation modes, particularly Jefferson Transit bus stops and the Washington State Ferry Terminal in Port Townsend.

d: Extend off-road bike trails through major State and local parks and forest lands.

e: Develop off-road bike riding areas, possibly including jumps, riding layouts, and other features, on public lands that access other trails and State and local parks.

**Standards and services**

a: Design off-road bike trails under a system reflecting different skill levels and location considerations including young children and senior citizens.

b: Furnish off-road bike trails with a varied system of services including parking, bike racks and storage facilities, restrooms, interpretive exhibits, directional signage, picnic shelters, and benches.

c: Locate trailheads with other public uses and facilities including state and local parks, schools, community centers, and fire stations, particularly where the trail use occurs at an off-peak hour from the principal site activity.

d: Locate trailside rest areas or access points with other public or private uses and facilities including transit stops, pedestrian plazas and viewpoints, and business districts, particularly where the trail use provides a mutual interest to the main site activity.

**8.4 Horse trails**

**Goal:**

Develop equestrian trails and riding areas for horseback riders and horses of all skill and experience levels. Link riding areas or riders from residential communities with major park and forestlands, public tidelands and shorelines, unique scenic and historic landmarks, and other features of interest across the county.

**Objectives:**

**Destinations**

a: Develop equestrian trails or areas linking younger age riders in residential communities with parks in Port Townsend, Port Hadlock, Irondale, Port Ludlow, Quilcene, Brinnon, and other residential communities throughout the county. Where appropriate or necessary, locate equestrian access trails within State or County road rights-of-way.

b: Extend equestrian trails into public parks and forestlands, where possible,.

c: Develop equestrian riding areas, possibly including trailheads with stables and concession services, on public lands that access other trails and parks.

d: Extend equestrian trails across private properties connecting with other public trails and state and local parks, where private property owners are in agreement,.

**Standards and services**

a: Design equestrian trails to reflect different rider and horse skill levels and compatibility with other trail uses. Create equestrian riding areas to accommodate moderate to high volumes of riders including younger children with inexperienced horses.

b: In very low volumes or as occasional events, allow equestrians on other trail systems including walking and hiking trails, and off-road bike routes where such systems provide access to areas not available to horseback riders otherwise. Restrict rides to the trail edge and hold riders responsible for cleanup requirements.

c: Furnish equestrian trails with a varied system of services including parking for vehicles and horse trailers, hitching posts or corral enclosures, restrooms, interpretive exhibits, directional signage, picnic shelters, and benches.

d: Locate trailheads with other public uses and facilities including other types of trails and State and local parks. Locate equestrian trailheads to provide trailer parking, unloading, hitching, and other activities in manners not conflicting with other trail or park activities.

e: Locate trailside rest areas or access points with other public or private uses and facilities including on or off-site commercial or concessionaire stables, riding arenas, and boarding farms - particularly where the trail use provides a mutual interest to the main site activity.

**8.5 Water trails**

**Goal:**

Develop a system of access points and landings along the saltwater and freshwater shorelines of the county for non-motorized boat enthusiasts of all kinds including rubber raft, dory, canoe, and kayak.

**Objectives:**

**Destinations**

a: Coordinate saltwater trails through the county's waterways as a component of the Cascadia Marine Trail system being developed between Vancouver, British Columbia, and Olympia.

b: Develop an "outside" saltwater trail providing paddle boat access across Admiralty Inlet and around Point Wilson to Discovery Bay, and around Marrowstone Island into Hood Canal.

c: Develop "inside" saltwater trails providing paddle boat access from Port Townsend to Kilisut Harbor and Mystery Bay, through Oak Bay into Mats Mats Bay, Port Ludlow, Bywater Bay, and Squamish Harbor, from Hood Canal into Dabob Bay, Quilcene Bay, Tarboo Bay, and Jackson Cove.

d: Create saltwater trails with day long or short term durations, or as excursions off principle trails providing paddle boat access to saltwater bays, harbors, and inlets with unique historical or scenic settings - such as Discovery Bay, Irondale, Port Hadlock, Port Ludlow, Quilcene, and Brinnon.

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010

e: Establish freshwater trails providing paddle boat access to lakes with unique scenic or recreational settings, such as Anderson Lake, Gibbs Lake, Beausite Lake, and Lake Leland.

f: Provide freshwater trail access to creeks and rivers with unique scenic or recreational settings and rapids - such as the Big Quilcene, Duckabush, Dosewallips, Queets, and Hoh Rivers.

**Standards and services**

a: Furnish water trails with a limited system of services including weather shelters, primitive campsites, sanicans, interpretive and directional signage, picnic facilities, and benches.

b: Develop saltwater trailheads with other public uses and facilities including State and local parks, particularly where paddle boat activities use existing site improvements.

c: Locate saltwater access points with other public uses and facilities including marinas, parks, forest lands, utility sites, or road right-of-way ends, particularly where the site provides access to a public tideland or beach.

d: Locate freshwater access points with other public uses and facilities including State and local parks, fishing access sites, or road right-of-way ends, particularly where paddle boat activities share existing site improvements.

**8.6 General provisions**

**Goal:**

Consider the following general principles in non-motorized transportation and recreational trail developments in regard to access, security, maintenance, finance, and other general provisions.

**Objectives:**

**Modal accommodation**

a: Design motorized and non-motorized transportation improvements and operations to accommodate and provide for the safety, security, benefit, and enjoyment of each modal user.

**Accessibility**

b: Where reasonable, design non-motorized transportation and recreational trail systems, including parking lots, restrooms, and other supporting facilities, to be accessible to individuals and organized groups of different physical capabilities, skill levels, age groups, income, and activity interests.

c: Implement the provisions and requirements of the American Disabilities Act (ADA) and other design and development standards that improve park and trail facility safety and security features for users, County personnel, and the public.

**Security**

d: Where reasonable, install telephones, emergency call boxes, or other means by which users can summon fire, emergency aid, police, and other safety and security personnel should the need arise.

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010

e: Develop non-motorized transportation and recreational trail system improvements with design and development standards that are easy to maintain and facilitate access by maintenance, security, and other personnel, equipment, and vehicles, where appropriate.

**Maintenance and safety**

f: Design and develop non-motorized transportation and recreational systems with low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.

g: Where appropriate, incorporate low maintenance materials, settings or other value engineering considerations in order to reduce care and security requirements, and retain natural conditions and experiences.

h: Define and enforce rules and regulations governing non-motorized transportation and recreational trail system activities and operations that protect user groups, county personnel, and the general public.

i: Where appropriate, institute adopt-a-route or trail programs, park and trail police patrols, and other innovative programs that increase safety and security awareness and visibility.

**Finance/Regulatory**

j: Investigate the use of innovative methods, such as growth impact fees, land set-a-side or fee-in-lieu-of-donation ordinances, and inter-local agreements, for financing non-motorized transportation and recreational trail facility development, maintenance, and operations to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.

k: Where feasible and desirable, use joint ventures between public and private agencies such as the State, County, City, Port, school districts, park districts, Federal, and other public and private agencies including for-profit concessionaires.

l: Incorporate bicycle parking and pedestrian facility requirements for new employment, commercial, residential, institutional, and retail uses in Jefferson County's Unified Development Code (UDC). Amend the UDC to include requirements for developments to provide secure bicycle facilities and amenities, which may include bicycle racks and secure rooms within buildings.

m: Incorporate pedestrian access to and circulation within development sites in order to accommodate safe and direct walking movements while minimizing conflicts with motorized transportation modes.

**Public and private resource coordination**

n: Create cooperative, inter-local arrangements between the State, County, Cities, Port, school districts, and other agencies to avoid duplication, improve facility quality and availability, reduce costs, and represent resident interests through joint system planning and development efforts.

**Cost/benefit assessment**

o: Create effective and efficient methods of acquiring, developing, operating, and maintaining system facilities in manners that accurately distribute costs and benefits to public and private user interests.

p: Where appropriate, provide self-help development opportunities, such as equestrian trailheads and bike courses for those interested groups willing to finance the cost through user fees, registration fees, volunteer efforts or other means and methods.

Jefferson County Non-Motorized Transportation and Recreational Trails Plan  
2010