

City of Aberdeen, WA

2015

Active Living and Transportation Master Plan



Acknowledgements

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Chapter 1



Open Street event in Downtown Aberdeen, courtesy of Grays Harbor Council of Governments

Introduction

Purpose

Vision & Goals

Network Overview

Whether you live in a city or a small town, and whether you drive a car, take the bus or ride a train, at some point in the day, everyone is a pedestrian. – Anthony Foxx

Frequently Asked Questions

Q. What is an Active Transportation Plan?

A. A document that helps to clearly identify a vision and priorities for the development of a non-motorized network for modes such as, pedestrians, wheelchair users, bicyclists and waterway paddlers. Developed through public, private and governmental engagement, it provides an opportunity to understand community needs and desires resulting in appropriate priority alignment. The document outlines development and improvement needs over time allowing the City to efficiently assess potential cost and develop a plan for prioritizing, funding and implementation.

Q. Why is the City developing an Active Transportation Plan?

A. The master plan will provide an opportunity for the city to identify the types of facilities and improvements needed and desired for all people, modes and abilities. It allows the City to have a unified vision and plan that active living and active transportation are important issues.

Q. How will it be paid for?

A. The plan identifies potential funding sources that could be used to implement various components of the plan, such as Washington State's Safe Routes to School Grant program. Potential private/public funding avenues include local, state and federal sources. Funding opportunity is dependent on a variety of variables including location, function and purpose for the infrastructure and or program.

Purpose

The development of an Active Transportation Plan provides many benefits including a unified vision for the development of a multi-modal transportation system. This document provides the city with plans and processes focused on developing a non-motorized infrastructure within the city. The modes recognized within the non-motorized network of this plan comprises of walking, wheel-chair use, biking, transit ridership and waterway paddling.

The recommendations identified within the plan are projected to be integrated and considered for adoption as part of an update to the City's Comprehensive Land Use Plan. This master plan is an effort to capture the vision, voice and ideas which are meaningful to the citizens Aberdeen.

Additionally, the purpose is to positively impact the health of Aberdeen's residents, economy and environment emphasizing:

- 1. Active Living Opportunities** that support healthy and active living opportunities for residents, visitors and commuters.
- 2. Economic Vitality** by integrating walkable and bikeable friendly elements into the city; a place where people feel encouraged to 'stop, shop and explore' all that Aberdeen has to offer.



Compass Rose

Vision

To increase active transportation and recreational opportunities throughout the city where all ages of people and ability feel safe and encouraged because routes are supported, accessible, connected and are an easy choice for one's daily life.

Goals and Outcomes

The five focus areas provide a basis for future benchmarks, priority ranking and performance measures.

Focus Area	Definition	Goal	Outcome
Health & Environment	Active living opportunity is an important component for maintaining and improving the health of citizens, environment and economy.	To encourage active living engagement and sustainable stewardship of resources for overall health of the residents, environment and economy.	Provide non-motorized* infrastructure and active living opportunities for daily errands, education, exercise, recreation and commuting.
Safety	Safety is achieved through education, skill development, awareness and respect for all modes of transportation.	To improve safety and sense of safety for all users and all modes within the transportation system.	All modes and abilities share the road with awareness, respect and understanding.
Connectivity & Access	Connections to a non-motorized network are convenient, unobstructed and easily accessible by all people and within all neighborhoods.	To support and commit to creating a network that is accessible, well-marked and provides complete connections.	People have access to an interconnected non-motorized network for recreational access and mobility.
Equity & Interagency Coordination	Community leaders, public agencies, and all persons involved with implementing this plan are committed to make active living and transportation a top priority.	To provide access for all, through public involvement, implementation and capital investment.	Ensure coordination and oversight of a system where all neighborhoods and people have safe walking and biking routes to school, work, and other key destinations.
Livability & Recreation	Transportation, neighborhoods and public spaces are designed with complete streets** for people to actively enjoy for recreation, mobility and community building.	To build vibrant and healthy communities by creating a welcoming environment for active living, transportation and recreation.	Recreational and tourist opportunities related to active living are supported and promoted by the City of Aberdeen.

Adapted from: Seattle Department of Transportation Bicycle Master Plan, 2014 and Clark County Washington Bicycle and Pedestrian Plan, 2010, Indy Greenways Full Circle Master Plan, 2013

*Non-motorized transportation refers to a sidewalk and trail network interconnected with transit and a well-defined bicycle route system. Non-motorized encompasses modes and assists for walking, bicycling, skateboarding, roller blading/skating, and waterway paddling. An assist may include transit-use, pedal-assist electric bicycle and or electric mobility scooter use.

**Complete streets is a policy, planning and engineering approach that ensures streets are safe and convenient for all road users, regardless of age, ability or mode.

Network Overview

Jurisdictional Responsibility

- The City of Aberdeen Public Works Department is responsible for the planning, construction, maintenance, operations, rehabilitation, and improvements to city roadways (excluding Washington State Highways and bridges)
- The City of Aberdeen Community Development Department develops policies and guidelines for implementing pedestrian and bicycle improvements, which can aid in the development of non-motorized transportation facilities
- Grays Harbor Council of Government supports the city with their transportation development needs
- The City of Aberdeen Parks and Recreation Department is responsible for planning, developing and maintaining the provision of recreational space facilities and services within the city limits of Aberdeen, which include the parks, trails, and green-landscapes along downtown sidewalks. The department is responsible for maintaining close to 20 parks which include approximately 273 acres within the city limits, of those 150 acres are developed
- There are three major Washington State Highways located within the City of Aberdeen which includes: 1) US Highway 12 that is an East-West roadway, 2) US Highway 101 that is a North-South roadway, 3) State Highway 105 roadway that connects Aberdeen to ocean beaches
- The Grays Harbor County Transit plays a large responsibility role within the City of Aberdeen which provides public transportation for a variety of people, ages and modes

Bicycle Element

There are different types of bicycle riders that can be categorized by trip purpose, comfort level and physical ability. A bicyclist may have riding preferences that change throughout the day, such as commuting to work on the roadway and later taking the family out for a leisure ride along a waterfront multi-use pathway. Within Aberdeen there are several bicycle profiles that can help guide the type of facilities and network routes to be designed, such as:

US Highway 101 Bicycle Tourist and Groups- Long-range and fully loaded cyclists that are comfortable sharing the roadway with automobile traffic. Maps and smartphones are commonly used to navigate their travel and appreciate local signage and route systems to help clarify directions, explore the area and find needed services. Support facilities and network design shall include:

- A designated bikeway route through the City of Aberdeen
- Universal 'Bike Route' directional signage and pavement markings
- End-of-trip facilities, such as bicycle parking



Photo Credit: Lauri Paulsen, Bicycle Grays Harbor Facebook

Bikes and Build organizes cross-country bicycle trips which benefit affordable housing groups. This group was Drift West, 2015 that partnered with Neighborworks in Aberdeen. They traveled on bicycles 915 miles over 23 days with 5 build days including one in the City of Aberdeen Washington.

Commuting Bicyclists – This profile encompasses a person's daily activities, commute to school, work, shopping and errands. Direct and continuous connection is appreciated with short and long term parking available at school, workplaces, transit stations and shopping areas. The 'strong and fearless' bicyclist will ride regardless of roadway infrastructure and conditions, while the 'enthused and confident' are comfortable sharing the roadway but prefer having their own facilities, such as a bike lane. Support facilities and network design shall include:

- A designated bicycle route to key destinations
- Directional signage and pavement markings
- Bicycle signal detection at key intersections
- Bicycle parking at school, work and major shopping areas
- Safe routes to school connections

Recreational Bicyclists - Purposes are for short-trips, leisure and exercise that include all ages, abilities, comfort, and skill levels. The rider may be 'interested but concerned', preferring to have a clear separation between automobiles and bicycles. Support facilities and network routes shall include:

- A greenway system interconnected with trailways, that where feasible provides seamless connections and facilities with interesting landmarks and safety elements
- Rest areas and end-of-trip facilities along destination areas such as trailheads, parks and viewing areas
- Visual interest and opportunity for protection from the elements

Recreational cyclists also include distance cyclists that go for training and exercise rides that challenge their strength and endurance. Support facilities should include maintained roadway shoulders and 'Share-The-Road' signage.

With the lay-out of Aberdeen having State Highways, railroads and bridges dividing neighborhoods and running along the center of town, a well thought out network plan is needed to ensure complete connections and safety.

Pedestrian Element

Within Aberdeen pedestrians and wheel-chair riders navigate the streets and sidewalks daily throughout the City. Ensuring ADA accessible sidewalks with connections to a fully established route can greatly increase the livability for many residents within Aberdeen.

The City of Aberdeen has a development pattern where many homes are separated from key destinations such as grocery stores, work places and community buildings. This pattern results in features such as long distances between traffic signals, large intersections, wide thoroughfares and large traffic volumes. The County provides a transit system within the main arterial of Aberdeen that varies in ease of accessibility and protection from the elements. The main destination areas within Aberdeen are automobile dependent and challenging for walking and wheel-chair users.



A wheel-chair user rides in the bicycle lane on Market Street

The City of Aberdeen shall support the development of a non-motorized transportation network that is safe, convenient and accessible for all people, ages, abilities and modes. Support facilities and network routes shall include:

- Pedestrian friendly arrangement of commercial and residential use along the main arterial corridors
- Ensuring pedestrian safety and visibility by all lanes of motor vehicles at un-signaled crossings
- Ensuring ADA accessible ramps and updating substandard sidewalks along main thoroughfares and greenways
- Providing safety and directional signage on all bridge crossings
- Ensuring ADA, pedestrian and bicycle accessible bus stops
- Reducing traffic speeds or adding traffic calming elements along developing greenways
- Reducing block sizes or the perception of large block sizes

- Incorporating the development of alleyways / midblock streets for pedestrian connection
- Ensuring safe routes to school connections

Trailway Element

The City of Aberdeen has several paved trails that shall be linked together by a designated route of quiet streets, safe crossings and multi-use pathways to ultimately form an inter-urban trail-greenway system. The trails provide low stress interconnections throughout the city and offer opportunity for recreation, races, daily exercise and commuting. Through the planning process the identification of existing and potential right-of-ways along alleyways, quiet streets, levees and gravel roads can be used to plan for key links and extensions that may be integrated within the overall trail-greenway system.

Waterway Element

Aberdeen has amazing waterways that can provide unlimited recreational enjoyment. Within this element, developing accessibility to the waterways and awareness of the various paddling trails will encourage recreation, wildlife viewing and educational programs from learning how to paddle to preservation of natural resources. The waterways are not currently designated or marked as paddle trails. Waterway facilities shall be developed to provide recreational opportunities, support economic development and connect people to nature. Paddling facilities, clearance and access shall be considered as waterways, culverts, bridges and shorelines are developed, enhanced, restored and/or repaired. The waterway element includes launch sites, docking facilities, signage and shoreline access to parks and trails. The designated paddling trails include:

- Aberdeen Lake
- Wishkah River
- Elliot Slough
- Chehalis River



Blackfish Stand Up Paddle Lessons at Lake Aberdeen
Photo Credit: Ryan Kuja

Public Transportation Component

Developing a transportation system within Aberdeen that is attentive to pedestrians, bicyclists and public transportation increases the likelihood of people participating in this mode of transportation. Green scape techniques, such as enhancing a sidewalk with landscape and lighting will not only feel inviting but increase visibility and provide space from motorized vehicles. Through the planning and development process the City of Aberdeen shall coordinate efforts with Grays Harbor County Transit and neighboring municipalities to increase the safety, convenience and aesthetics of the sidewalk and bus stop network throughout the urban core of Grays Harbor.

Chapter 2



Morrison Riverfront Park

Overview

Data

Status and Demand

Best Practice

Partnerships

Projects and Plans

Assessment

Funding

It would be great to take one city street and turn it into a pedestrian corridor and see what kind of effect it has on the businesses in that area- It's the future I think. – Stone Gossard

Overview

This section is intended to describe and have an understanding of the current landscape of the community in order to help explain the challenges and opportunities that the city faces when beginning to plan for the development of an active transportation network and infrastructure.

History Highlights

Pre-1800's

- Native American sacred hunting and gathering grounds

1800's

- Shipbuilding, lumber and fishing boom

1900's

- Local citizens built a railroad into Aberdeen
- Grays Harbor becomes the largest lumber exporting port in the world

1980's

- Decline of logging and lumber industries

2000's

- Revitalization of Grays Harbor

Source: Historylink.org by Jen Ott, November 02, 2009



Wishkah River Bridge, 1930's Postcard
Photo Source- Historylink.org

Data

Geography

The City of Aberdeen, WA is the urban center of Grays Harbor County. It is located at the convergence of the Chehalis and Wishkah River, south of the Olympic National Forest and west of the I-5 Corridor.

Data Table 1: Community Profile Snapshot

Population (2015): <u>16,780</u>	Elevation (ft.) : <u>23</u>
Area of municipality (sq. mi): <u>12.36</u>	Park land (2015): <u>423 acres</u>
Population Density (sq. mi): <u>1,575</u>	Land Area (sq. mi): <u>10.65</u>
Total area (sq. mi): <u>12.36</u>	Water Area (sq. mi): <u>1.71</u>

Source: Washington State Office of Financial Management, Forecasting Division, June 2015

Climate

Aberdeen experiences an average precipitation of 84.41 inches of rain per year with mild temperatures, as compared to Seattle, WA with an average annual precipitation of 34.1 inches of rainfall and Olympia, WA with 49.95 inches, according to the U.S. climate data, 2015.

Data Table 2: Climate Snapshot

Climate:	January	April	July	October
Avg. Precipitation	12.78 inches	5.76 inches	1.20 inches	7.31 inches
Avg. Temperature High	45.8 F	57.1 F	69.1 F	61.3 F
Avg. Temperature Low	34.6 F	39.4 F	51.3 F	43.7 F

Source: Wikipedia.org, Aberdeen, WA Climate

Demographics

Data Table 3: Demographic Snapshot

Estimated median household income in Aberdeen, 2013: \$38,120

Estimated median household income in Washington: \$58,405

2010		
Population by Age	Count	%
Under 5 Years	1,262	7.5%
5 to 9 Years	1,111	6.6%
10 to 14 Years	1,132	6.7%
15 to 19 Years	1,210	7.2%
20 to 24 Years	1,250	7.4%
25 to 29 Years	1,238	7.3%
30 to 34 Years	1,110	6.6%
35 to 39 Years	1,042	6.2%
40 to 44 Years	962	5.7%
45 to 49 Years	1,109	6.6%
50 to 54 Years	1,166	6.9%
55 to 59 Years	1,115	6.6%
60 to 64 Years	997	5.9%
65 to 69 Years	675	4.0%
70 to 74 Years	517	3.1%
75 to 79 Years	345	2.0%
80 to 84 Years	324	1.9%
85 Years & Over	331	2.0%
Total Population	16,896	

2009-2013 (5 Year Estimate)		
Population of Age	Count	%
Preschool (0 to 4)	1,174	7.0%
School Age (5 to 17)	3,315	19.9%
College Age (18 to 24)	1,594	9.6%
Young Adult (25 to 44)	4,362	26.1%
Adult (45 to 64)	4,209	25.2%
Older Adult (65 plus)	2,029	12.2%
Total	16,683	100%
Median Age	35.2	

Population of Race	Count	%
American Indian Alaskan Native	565	3.4%
Asian	272	1.6%
Black	131	0.8%
Native Hawaiian and Other Pacific Islander	70	0.4%
White	13,676	82.0%
Two or More Race Groups	881	5.3%
Total	16,676	100.0%
Total Hispanic or Latino	3,163	19.0%

Source: 2010 US Census, SF1, 100% count; StatsAmerica - U.S. Census Bureau, American Community Survey, 5-Year Estimate 2009-2013, survey data

Chronic Disease

Research shows physical activity as an effective and primary prevention method for cardiovascular disease, diabetes and other related chronic diseases. National Public Health professionals and agencies, such as the Center for Disease Control (CDC) support active transportation as a means of improving local community health outcomes related to chronic disease and obesity. The *CDC Recommendations for Improving Health through Transportation Policy Fact Sheet* includes addressing environmental factors and the built environment through policies and programs that "promote health while allowing for the efficient transportation of goods and people."

Data Table 4- Chronic Disease Snapshot

	Washington	Grays Harbor	Aberdeen, WA
Obesity (Age 18+)	27%	39%	Not available
Heart Disease (Age 18+)	6%	10%	Not available
Asthma (Age 18+)	10%	14%	Not available
Diabetes (Age 18+)	9%	15%	Not available

Source: Washington Department of Health Chronic Disease Profile for Grays Harbor County

Status and Demand

This section provides general data on how people travel to and from work, how much people are walking and biking and, how safe they are or feel when participating in the activity. Pedestrians and bicyclists are vulnerable road users, and each year a large number of injuries and fatalities happen in our region, collected and recorded by the *Washington State Bicycle and Pedestrian Documentation Project*. The following data can help determine how people in Aberdeen are traveling and provide the beginning justifications for developing a pedestrian and bicycle network with specific emphases on safety.

Travel to Work

Data Table 5: Means to Work and Work Flow Snapshot

2009-2013 (5 Year Estimate)			All Jobs for All Workers in 2011		
Means to Work	Count	%	Worker Flow: Inflow/Outflow	Count	%
Car, truck, or van -- drove alone	4,281	67.7 %	Employed in Aberdeen	7,370	100.0%
Car, truck, or van -- carpooled	959	15.2 %	Employed in Aberdeen - Living Outside Aberdeen	5,385	73.1%
Public transportation (including taxi cab)	224	3.5%	Employed in Aberdeen - Living in Aberdeen	1,985	26.9%
Walked	203	3.2%	Worker Flow: Inflow/Outflow	Count	%
Other means	156	2.5%	Living in Aberdeen	6,929	100.0%
Worked at home	234	3.7%	Living in Aberdeen - Employed Outside Aberdeen	4,944	71.4%
Workers 16 years and over	6,326	100.0 %	Living in Aberdeen- Employed in Aberdeen	1,985	28.6%
Mean travel time to work- 22 minutes					

Source: StatsAmerica - U.S. Census Bureau, American Community Survey, 5-Year Estimate 2009-2013, survey data; U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011) survey data.

Inferences from table 5 may include opportunities to promote: 1) Carpooling and public transportation as a means of travel to and from work, 2) Efforts towards increasing property value and housing options with increased walkability and bikeability infrastructure; and 3) 'Walk-Bike-Ride' campaigns for short trips and commuting.

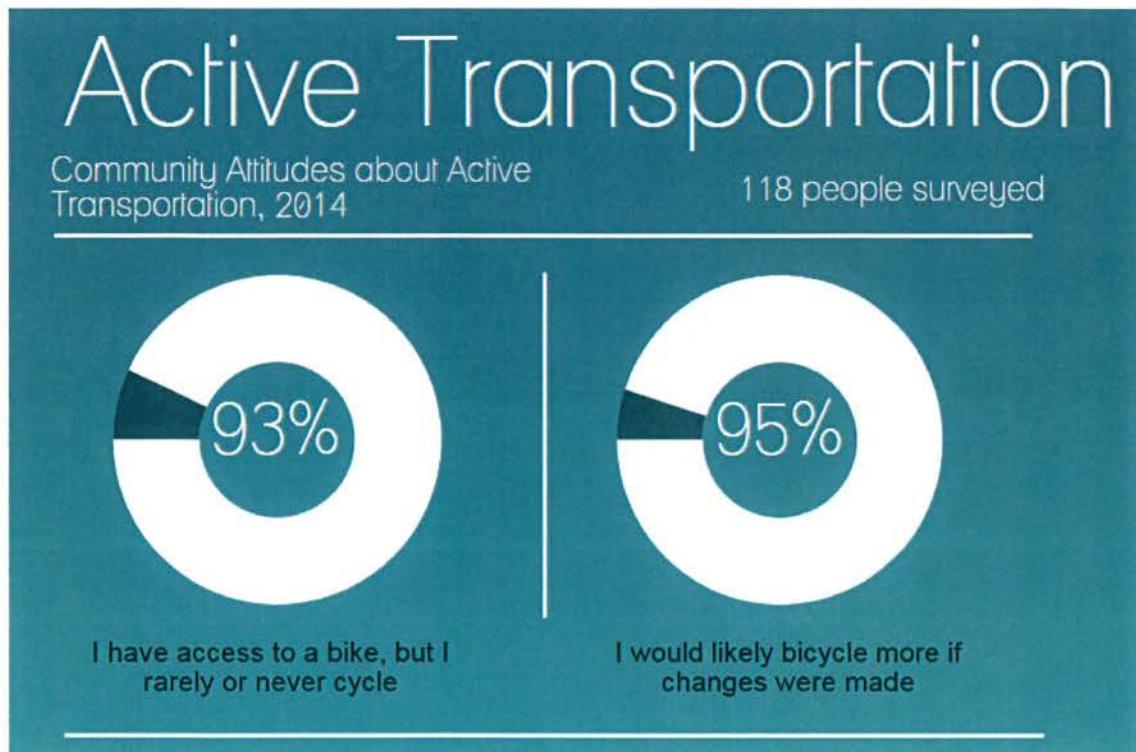
Washington State Department of Transportation (WSDOT) collaborates with and encourages municipalities to achieve zero traffic deaths and serious injuries throughout the state, referenced within the *Target Zero: Strategic Highway Safety Plan of 2013* and *Washington State Highway Safety Annual Report, 2010*. Studies suggest that adopting policies and implementing standards that develop safe streets for all users compels motorists to drive more carefully and increases the number of people walking and biking. It is recommended for the City to determine a way of counting and tracking pedestrian/bicycle use currently, and as projects develop, to provide a baseline and comprehensive look at travel and spot improvement needs.

Data Table 6: Pedestrian/Bicycle Injuries and Fatalities

City of Aberdeen, WA	2011-2013
Total Fatal Crashes	2 (2013)
Fatal Crashes with Pedestrian Fatality	1 (2013)
Total Fatalities	3
Serious Injuries involving bicyclists or pedestrians	5
Evident Injuries	18
Possible Injuries	9
No Injury	1
Total Injuries	33

Source: Fatality Analysis Reporting System (FARS); Washington State Department of Transportation Pedestrian and Bicycle Collision Statistics

In the spring of 2014, a regional CONNECT Grays Harbor coalition for active transportation distributed a survey to residents throughout Grays Harbor County to collect local and regional community attitudes about active transportation. Below is a snapshot of the survey, *The Community Attitudes about Active Transportation Survey*, prepared by Grays Harbor County Public Health and Social Services Department, for complete summary see **Appendix 2A**.



Safety and Preferences Largely Agree

Peoples' preference for bicycle riding conditions align with the recommendations for bicycle design criteria and best practice. According to the *Bicyclists' Injuries and Cycling Environment Study (BICE Study)* by the University of British Columbia, route infrastructure does affect the risk of cycling injuries. From the study, the following features were the safest and are recommended for the City of Aberdeen to consider for their overall transportation vision.

- Cycle Tracks – protected bike lanes along side major street.
- Bike lanes on major streets where there were no parked cars
- Intersections with motor vehicle speeds below 30 km/h (~20 mph)
- Residential bike routes with traffic diversion
- Off-street bike paths
- Residential street interesections

A common message from the residents in Aberdeen is the importance of being able to ride their bicycles on the sidewalks due to an increased feeling of safety and comfort. Although many cyclists stress that bicycles belong on the streets, Aberdeen residents gravitate to the sidewalks due to lack of infrastructure and acceptability by motorists. Fortunately, many of the business district sidewalks in Aberdeen are wide, being conducive to designing the space to be shared with pedestrians. A recommendation is to find a balance by dedicating key streets for bicycle infrastructure on the roadways and converting certain sidewalks into a sanctioned urban pathway for multi-use.

Best Practice

Flexible Design Guidelines and Framework

The City of Aberdeen is in the beginning stages of development at a time when a plethora of resources and samples backed by research and best practice exists. Cities around the nation have been experimenting with various network designs over the years and have released studies and evaluations about these designs. Aberdeen is in an excellent position to learn about what has been done in other cities and tailor those best ideas to meet the needs within their community. Below are key components within the framework that the City of Aberdeen should consider.

Endorse Best Practice and Regulatory Standards/Criteria-The Federal Highway Administration (FHWA) supports a flexible approach for bicycle and pedestrian facility design with: 1) The American Association of State Highway and Transportation Officials (AASHTO) as the primary guide and, 2) The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and, 3) the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares as build upon guides, expressed in the August 20, 2013 Memorandum of Bicycle and Pedestrian Facility Design Flexibility.

Endorsing best practice design guides ensures development complies with latest safety and best practice standards, a unified and consistent system and qualification for state and federal funding. A Washington State example is The American Association of State Highway and Transportation Officials (AASTHO) Bike Guide Working Copy - *Guide for the Development of Bicycle Facilities- Fourth Edition*. A guide that can be viewed on-line is the NACTO Urban Bikeway Design Guide at <http://nacto.org/publication/urban-bikeway-design-guide/>. Design Guides provide flexible criteria and guidelines for developing a comprehensive plan that fits local community needs:

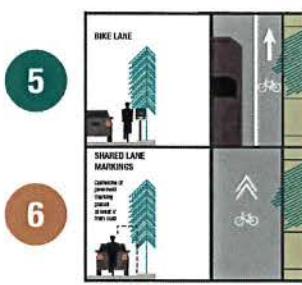
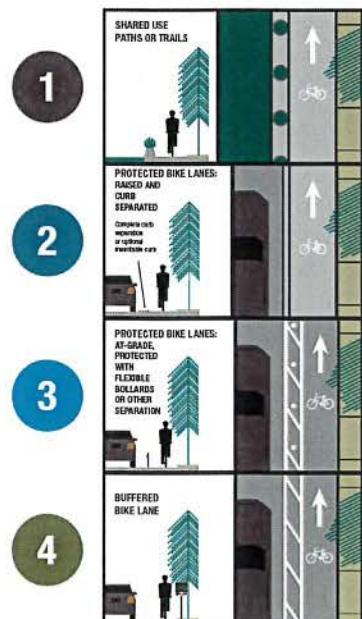
- **Infrastructure** – Description of the design for the route section, including street markings and safe crossings
- **Facilities**- A list of end-of-trip facilities and sustainable practices that can be applied to the various sections
- **Signage**- A detailed description of signage material
- **Programs** – Integration of the 5 essential elements of Engineering, Enforcement, Education, Encouragement and Evaluation within the design plans

Bicycle Facilities for 'Improving Transportation Design for Bicycling in Washington'

A clip from the Washington Department of Transportation (WSDOT) Bicycles Facilities poster shares a snapshot of designs that better accommodate bicyclists ranging from least protected to most.

http://www.wsdot.wa.gov/NR/rdonlyres/F85D2175-21A9-43DD-82ADCDEA542D6805/0/BicycleFacilitiesPoster_V04.pdf

MOST PROTECTED



LEAST PROTECTED

1. Shared Use Paths and Trails
2. Protected Bike Lanes: Raised and curb separated
3. Protected Bike Lanes: At grade, protected with flexible bollards or other separation
4. Buffered Bike Lanes
5. Conventional Bike Lanes
6. Bike Boulevards or Neighborhood Greenways

In 2015, the Washington State Department of Transportation (WSDOT) revised chapter 1520 of their design manual to include a roadway bike chapter, <http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1520.pdf>. Below are visuals from the design manual that provide flexible design guidelines to consider based on the number of vehicles in a specified area (ADT), vehicle speed (mph) and a bicyclist profile of being: 1) "Interested, but Concerned" or 2) "Enthusiastic and Confident."

Flexible Design Criteria for the Interested, but Concerned (largest segment of bicycle riders)

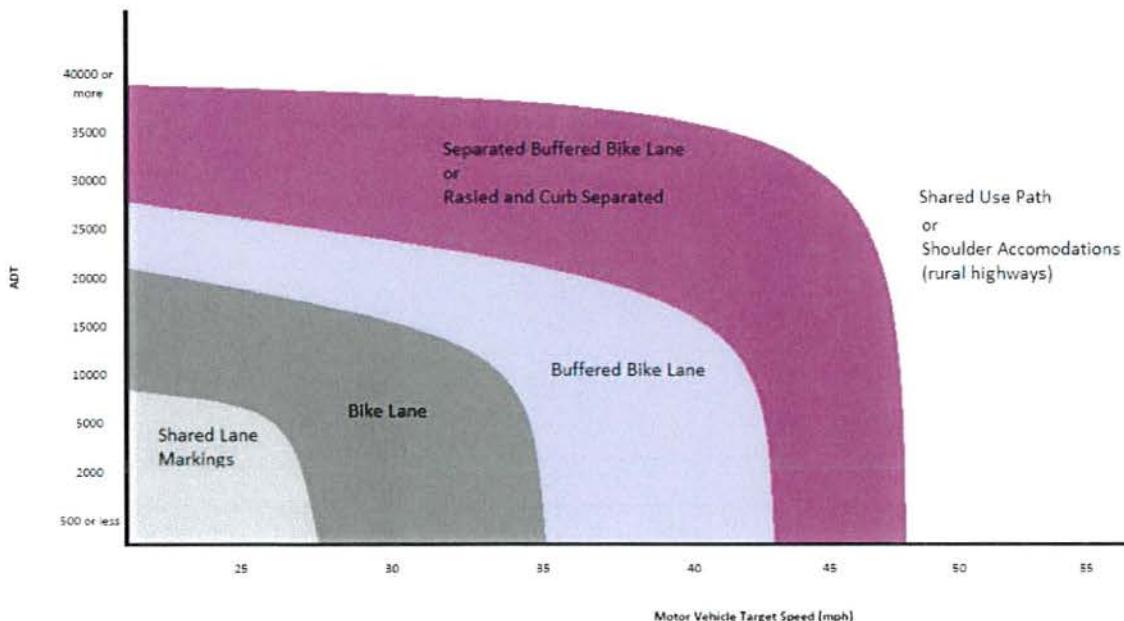


Exhibit 1520-6a of the WSDOT Design Manual M22-01.12, November 2015

Flexible Design Criteria for the Confident Cyclists

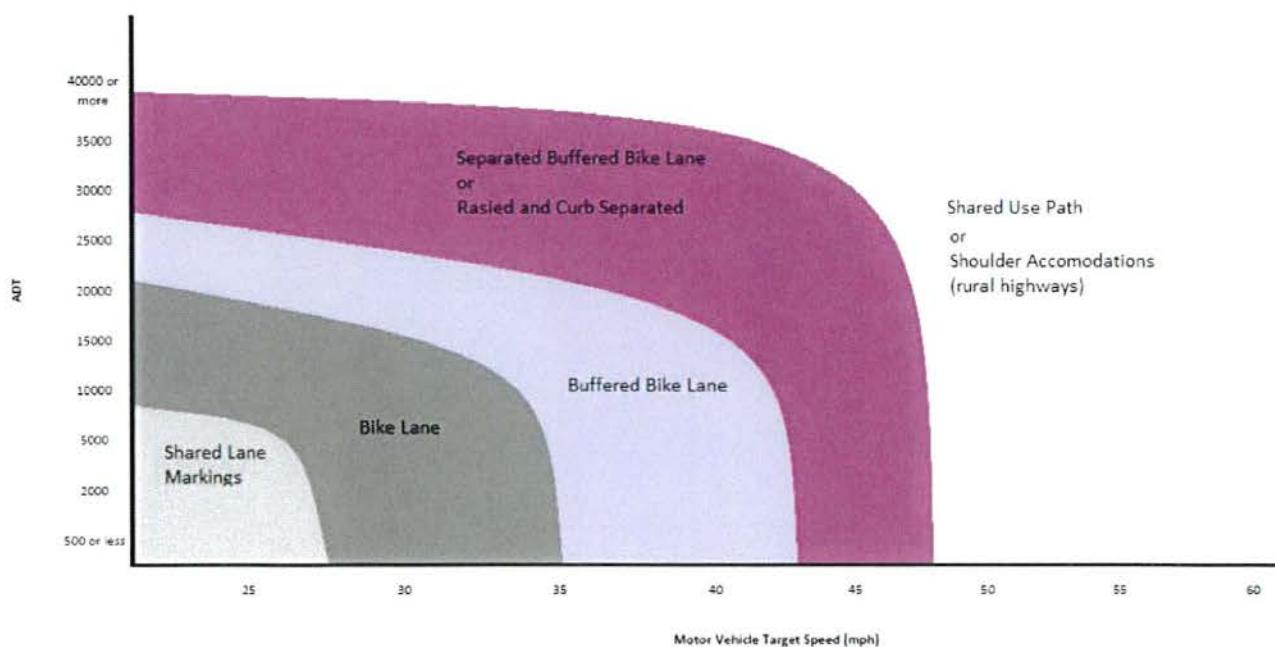


Exhibit 1520-6b of the WSDOT Design Manual M22-01.12, November 2015

Partnerships & Stakeholders

There are multiple community groups, agencies and government entities that are working on threads or are related to segments of active living and transportation within the City of Aberdeen. This list represents the multiple efforts and stakeholders that are involved in visioning and/or decision-making needed for creating a comprehensive infrastructure and supporting an active living community.

Local / City

ARM- Aberdeen Revitalization Movement- Attracts residents and tourists to the downtown area through strategic planning, collaboration and support for economic and urban development projects.

www.downtownaberdeen.com

City of Aberdeen Fire Department- Coordinates and applies for grants to support a local bicycle helmet program. Provides and implements an annual safety curriculum for all elementary schools in Aberdeen.

www.berdeenwa.gov/fire-department

City of Aberdeen Historic Preservation Commission- Showcases and safeguards the heritage and history of Aberdeen's districts, cultural elements, and architecture that reveal cultural and historical significance.

www.berdeenwa.gov/public-commissions

City of Aberdeen Lions Club- Coordinates the Bicycles from Heaven program in collaboration with Stafford Creek Corrections Center and the Salvation Army.

www.facebook.com/aberdeenlionsclub

City of Aberdeen Downtown Parking/Business Improvement District- Aids in general economic development and neighborhood revitalization through activities such as promotion of public events and maintenance, management and security of various retail trade activities. www.berdeenwa.gov/public-commissions/business-improvement

City of Aberdeen Public Library (Timberland Regional)- Provides a variety of services and educational outreach to the citizens and visitors of Aberdeen.

www.trl.org/locations/pages/libraryinformation

City of Aberdeen Parks and Recreation- Coordinates the development, enhancement and sustainability of parks, trails and shorelines. www.berdeenwa.gov/parks-recreation



The Bloom Team, courtesy of Jeff Cook

City of Aberdeen Police Department- "To provide quality services that promote the health and wellbeing of the community we serve."

www.berdeenwa.gov/police-department

City of Aberdeen Public Works Committee- Oversees the planning, installation, and operations and maintenance of city transportation projects.

www.berdeenwa.gov/public-works

City of Aberdeen Rotary Club- "We are neighbors, community leaders, and global citizens uniting for the common good." www.rotary.org

City of Aberdeen School District- Partners and collaborates with Safe Routes to School Programs, Safety Education Programs and Joint-Use Agreements.

www.asd5.org

Clean Streams and Memes- Committed citizens involved in weekly volunteer work that includes garbage clean-ups, tree plantings and environmental activism with the purpose "to preserve, restore, enjoy and protect the Chehalis River and its many tributaries." CREEK Public Group Facebook www.facebook.com/Clean-Stream-And-Memes

City of Aberdeen Parks Board- Responsible for all of the parks belonging to the City of Aberdeen, including rules and regulations.

City of Aberdeen Planning Commission- Oversees the development of the Active Transportation plan as a segment of the overall task of preparing the Comprehensive Plan and zoning ordinance for the approval of City Council.
www.aberdeenwa.gov/public-commissions/planning-commission

State / Regional

Community Planning Assistance Team (CPAT)- A committee of Washington to connect with communities that lack planning resources to help them identify and plan for livability and sustainability. <http://apa-washington-cpat.org/index.html>

Capitol Bicycle Club- "...We support all aspects of cycling, from recreational to commuting; including bike/traffic safety and bike advocacy." www.capitalbicycleclub.org

Capitol Volkssporting Club- "A non-profit organization dedicated to promoting public health, fun, recreation and fellowship through non-competitive walking and biking events." www2.ava.org

Chehalis River Basin Flood Authority- Elected officials that address flooding to protect people and property and to support economic and social health.
www.lewiscountywa.gov/chehalis-river-basin-flood-authority

Chehalis River Basin Land Trust- "We preserve natural areas in the basin. These natural areas add character and depth to the life of local communities."
www.chehalislandtrust.org

Feet First- A Washington based advocacy group helping communities become safe and convenient for walking.
www.feetfirst.org

Friends of Grays Harbor (FOGH) - "To foster and promote the economic, biological, and social uniqueness of a healthy Grays Harbor estuary." www.fogh.org

Greater Grays Harbor, Inc. - Connects businesses and visitors to events, activities and resources within Grays Harbor. www.graysharbor.org

Our Aberdeen- Advocates for and supports the development, maintenance and enhancement of artistic, cultural and historic preservation projects within the City.
<http://ouraberdeen.com/>

Aberdeen Housing Authority- "Committed to building and maintaining a better community through partnerships within the community." <http://aberdeenhousing.com>

Grays Harbor PUD- "... [We]... Serve our community with high value utility services at the lowest practical cost."
www.ghpud.org

Grays Harbor Tourism- Providing recreational and tourism information and events in Grays Harbor.
www.visitgraysharbor.com

Grays Harbor Youth Works (GHYW)- "To engage and transform students 16-19 throughout Grays Harbor county, by providing internship experiences that can lead them to vocational certification and/or college, in addition to livable wage employment. <http://graysharboryouthworks.com>

Neighborworks- "to develop partnerships in the community between residents, business, and government to create safe and affordable housing opportunities for all residents of Grays Harbor County." <http://aberdeen-nhs.com>

Puget Sound and Pacific- "We are committed to being good corporate citizens who make positive contribution wherever we operate." <http://www.gwrr.com>

Port of Grays Harbor- "To best utilize our resources to facilitate, enhance and stimulate international trade, economic development and tourism for the betterment of the region." www.portofgraysharbor.com

Quinault Indian Nations and Enterprise- "The Quinault Indian Nation (QIN) consists of the Quinault and Queets tribes and descendants of five other coastal tribes: Quileute, Hoh, Chehalis, Chinook, and Cowlitz."
www.quinaultindiannation.com

Grays Harbor Audubon Society- Conservation activities within the Grays Harbor waterways, shorelines and natural
www.ghas.org

Grays Harbor Community Foundation- A leading source of directing charitable support for future projects and needs with the idea of making Grays Harbor a better place to live.
www.gh-cf.org

Grays Harbor Community Hospital- "To Heal, Comfort and Serve our Community with Compassion."
www.ghcares.org

Grays Harbor Council of Governments- Grays Harbor Council of Governments is a regional public planning agency led by local government representatives. The Council provides a forum for addressing and solving regional issues.
www.ghcog.org

Grays Harbor Historical Seaport Authority- A future educational and tourism destination site and current port for the Tall Ships Lady Washington and Hawaiian chieftain.
www.historicalseaport.org

Grays Harbor Public Health and Social Services Connect Grays Harbor- Offers information and assistance for Active Living strategies and provides an on-line resource.
www.healthygh.org/connectgraysharbor

Grays Harbor Transit- Provides transit services for the City of Aberdeen with parking and bike lockers at the Aberdeen Station, and buses equipped with two-rack bicycle carriers.
<http://www.ghtransit.com>

University of Washington Northwest Center for Livable Communities- Focused on the fields of urban planning and design within the broader context of livability.
<http://depts.washington.edu/nwclc/>

Grays Harbor Vision 2020- Ensuring the greater community is aware of the past and present work that has occurred around building a sustainable Grays Harbor to ensure efficiency and success on various community-driven visions, goals, strategies and actions. www.graysharbor2020.com

WA Bikes- "Washington Bikes advocates for bicyclists and a more bike-friendly WA. We work for better laws & more funding to grow bicycling statewide."
www.facebook.com/BikeWA

Washington State Department of Health- Nutrition and Active Living resources and technical assistance on active living assessment, policies, plans and programs.
www.doh.wa.gov

Washington State Department of Transportation- Collaboration on transportation projects and investments. Content experts and resources are available for Complete Streets programs and information.
www.wsdot.wa.gov



Sam Benn Memorial Park, courtesy of Darci Jewitt

Past and Current Projects

Through on-going collaboration and coordination of various community groups and government agencies, the planning progression captured various visions and ideas to support the development of an Active Transportation Plan for the City of Aberdeen.

Project Progression (2012-2015)

Year 1, 2012

Active Living Project- Biking Assessment- The Grays Harbor Public Health and Social Services Department and the Grays Harbor Council of Governments worked together to develop an assessment of existing bicycle facilities. A small pilot project within the main urban core of Grays Harbor (Aberdeen, Cosmopolis, and Hoquiam) was completed to identify existing bicycling facilities preferred bicycle street routes; community activity centers and destinations; and impediments to biking. <http://www.ghcog.org/planning.html>

Year 2, 2013

Grays Harbor 2020 Vision Progress Report and Next Steps- An extensive three-year engagement process of more than 2,000 people that shared their vision, goals and desires for Grays Harbor. Past priority programs and projects were celebrated in 2013, including City of Aberdeen sidewalk reconstruction project, a Grays Harbor Tourism walking guide, and Streams Team for environmental stewardship. A community open house in 2014 continued the on-going review and progression of this regional community engagement process. <http://www.graysharbor2020.com/infrastructure.html>

Grays Harbor County Bicycle Map- Grays Harbor Tourism and Grays Harbor Public Health and Social Services partnered to develop a regional bicycle map for transportation and recreation. This map was completed in 2015 and provides a vision of a regional bicycle network throughout Grays Harbor, including a tri-city route through the urban core of Aberdeen, Hoquiam and Cosmopolis. <http://www.ghcog.org/planning.html>

Year 3, 2014

The Bozeman Group and Aberdeen Revitalization Movement (ARM)- The City of Aberdeen hired Cary Bozeman as a consultant to revitalize the Historic Downtown District. Cary Bozeman collaborated with ARM building relationships and developing a shared vision and action plan for the City of Aberdeen that included developing a more walkable friendly downtown. <http://downtownaberdeen.com/>

The Connect Grays Harbor Coalition- A group of local community members, agencies and government representatives began looking at existing and proposed biking, walking and transit connections throughout the county. Visions, goals and priorities were discussed with various representatives providing input and direction, see **Appendix 2B**. The closing outcome of the coalition, in September of 2014, was to focus on assisting the urban core (Hoquiam, Aberdeen and Cosmopolis) or the County in developing an Active Transportation Master Plan that would then allow a future coalition to move forward with funding and grant application opportunities for specific planning and infrastructure projects.

<http://www.healthygh.org/connectgraysharbor>

Community Survey- The coalition conducted A *Community Attitudes about Active Transportation Survey* consisting of 20 questions related to demographics, bicycling, commuting and opinions about active transportation and trail systems. The survey was distributed through public outreach events and on-line using Survey Monkey software, resulting in 118 people completing the survey, see **Appendix 2A**.

Connect Grays Harbor Coalition Community Input Meeting- The coalition gathered community about multimodal connections throughout the County, including connections into and through the urban core of Aberdeen, Hoquiam and Cosmopolis.

Year 4, 2015

American Planning Association (APA) Community Planning Assistance Team Workshop- A multidisciplinary team of content experts and planning professionals met with key stakeholders and community members to help develop a vision and framework for the City of Aberdeen's downtown district. A presentation and report was prepared for the City of Aberdeen summarizing the outcomes of the workshop on November 14, 2014. A priority action within the summary report included non-motorized recommendations and can be viewed at: http://www.washington-apa.org/assets/docs/CPAT/cpat_aberdeen%202014_final%20draft.pdf

University of Washington Rural Health Experience – A cohort of the Community Oriented Public Health graduate students, from the University of Washington, partnered with Grays Harbor County Public Health and the City of Hoquiam to help gather information and summarize ways to convert and fund the transformation of old railroad lines into multi-use pathways. The graduate students summarized their research, findings and recommendations into a document, December, 2015 that can be viewed at

<http://static1.squarespace.com/static/53ee83dee4b027cf34f1b520/t/552591e9e4b00cfda38b9b62/1428525545306/Hoquiam+Trails+Report+Revised.pdf>

Grays Harbor Public Health and Social Services-The Health Education department received a *Preventative Health and Services block* grant through the Centers for Disease Control and Prevention focusing on addressing the health needs in the area of active living and transportation. Support was provided to interested municipalities including technical assistance for the City of Aberdeen in the development of their Active Living Master Plan. <http://www.cdc.gov/phhsblockgrant/about.htm>

Related Plans or Project Briefs

Within the listed plans and projects there are infrastructure and design elements that can be coordinated to create connections and opportunities for greenways, bikeways, trails and river access. The potential collaborative efforts include plans such as:

- Grays Harbor County Regional Bicycle Plan, 1982
- Aberdeen Waterfront Development Plans, 1982-2009
- City of Aberdeen Comprehensive Plan, 2001
- City of Aberdeen Parks and Recreation Plan, 2011-2016
- Community Planning Assistance Team Report , 2014
- Update of Chapter 8 Comprehensive Land Use Plan, 2012-2015
- City of Aberdeen Transportation Improvement Plan, 2016-2021
- Grays Harbor 2020 Vision Reports and Documents, 2007-2014
- 2013 Aberdeen Historic Preservation Plan, 2013
- Seaport Landing Project Brief, 2013

Related National, State and Regional Initiatives

The below projects support and encourage the development of a local active living and transportation plan that works towards increasing accessibility, opportunity and safety.

Safer People Safer Streets- U.S. Transportation Secretary Fox leads initiatives to enhance pedestrian and bicycle safety. *Safer People Safer Streets: Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities, September 2014*

Livable Communities-The U.S. Department of Transportation and the Obama Administration is placing a high priority on creating livable communities that provide safe and convenient non-motorized transportation.

Vision Zero- Washington State Strategic Highway Safety Plan for zero deaths and zero serious injuries by 2030.

Healthy Communities- Center for Disease Control works through local, state and national partnerships to prevent chronic diseases through key areas such as physical activity.

Partners in Action, Good Nutrition, Active Living and Healthy Communities- Washington State Nutrition and Physical Activity Plan include a priority recommendation of using urban planning approaches, such as zoning and land use that promote physical activity.

Washington State Department of Transportation (WSDOT) and Livability- Addressing the vital role WSDOT plays in supporting and advancing livability initiatives.

Grays Harbor County Vision 2020- A community betterment group that outlines future initiatives for Grays Harbor.

Community Assessments

There are several documents available that provide assistance in assessing the communities strengths and needs for becoming a more bikeable and walkable friendly community.

Active Community Environment Toolkit, Creating Environments that Encourage Walking, Biking, and Public Transit in Washington State- http://here.doh.wa.gov/materials/active-community-environments/13_ACETweetkit_E14L.pdf

The League of American Bicyclists, Building a Bicycle Friendly America-
<http://bikeleague.org/sites/default/files/BFAbrochure2013-rebrand.pdf>

Walk Friendly Communities Assessment Tool-
<http://www.walkfriendly.org/WalkFriendlyCommunitiesAssessmentTool.pdf>

Funding Opportunities

There are several organization that support walking, biking, trails and infrastructure to improve the built environment. The following entities and organizations provide grants:

1. **Washington State Department of Transportation (Active Transportation Program)**. The Active Transportation Programs Section provides technical services and funding assistance to public agencies in support of active transportation for health, safety and economic development. The unit works to focus state and federal funding from the Pedestrian and Bicycle Safety Program and the Safe Routes to School Program towards projects in areas of the state with the highest need and potential for success based on the programs criteria.
2. **Washington State Transportation Improvement Board**-The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. The (TIB) will provide funding for complete streets.
<http://www.tib.wa.gov/tibinfo/news/newsstory.cfm?stid=321>
3. **Washington State Traffic Safety Commission**- The traffic safety commission provides traffic safety grants to state and local government, law enforcement agencies, schools, and non-profit organizations. <http://wtsc.wa.gov/grants/>
4. **Washington State Recreation and Conservation Office**-The Recreation and Conservation Office (RCO), through its boards, provides leadership, funding, and technical assistance to help communities to build park and trails. A comprehensive plan is required to apply. <http://www.rco.wa.gov/grants/index.shtml>
5. **Grays Harbor Community Foundation**- A leading source of directing charitable support for future projects and needs with the idea of making Grays Harbor a better place to live. <http://gh-cf.org/>

6. **People for Bikes**- Funding up to \$10,000 to fund bike paths, lanes, trails, bridges and end-of-trip facilities such as bike parking. Also, funding available for programs that transform streets and initiatives designed to increase ridership or the investment in bicycle infrastructure. www.peopleforbikes.org
7. **Advocacy Advance Tools to increase Walking and Biking**- A partnership of the League of American Bicyclists and Alliance for Biking and Walking to increase local and state bicycle and pedestrian advocacy efforts. Grants offered include: Rapid Response Grants, Big Idea Grants and Advocacy Advance Scholarships.- www.advocacyadvance.org
8. **U.S. Department of Transportation Federal Highway Administration**- provides a listing of Bicycle and Pedestrian Funding Opportunities: US Department of Transportation, Federal Transit, and Federal Highway Funds.
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm
9. **Trust for Public Land-Parks for People**- Working with communities to ensure everyone has recreational places within a 10-minute walk from home. People for Parks and The Trust for Our Land are two areas of their work. <http://www.tpl.org/>

Quick View Grant Listing

- RCO: Recreation and Conservation Grants (ALEA, BFP, BIG, FFFPP, LWCF, MSP, RTP, Salmon Recovery, WWRP, YAF)
- STP: Surface Transportation Program TAP/TE: Transportation Alternatives Program/Transportation Enhancement Activities
- RTP: Recreational Trails Program
- SRTS: Safe Routes to School Program;
- TIB: Transportation Improvement Board, SCSP Small City Sidewalk Program
- PLAN: Statewide or Metropolitan Planning
- 402: State and Community Highway Safety Grant Program
- FLTIP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program).
- FTA: Federal Transit Administration Capital Funds
- ATI: Associated Transit Improvement (1% set-aside of FTA)
- SHIP: Highway Safety Improvement Program
- NHPP/NHS: National Highway Performance Program/National Highway System
- HSIP- Highway Safety Improvement Program, MAP-21, Target Zero

Local Funding Codes

The City of Aberdeen's Municipal Code, Chapter 12.52.010 ten year street maintenance program states that *"within one month after the adoption of the annual budget, the city engineer and the street committee shall prepare and submit to the city council a schedule for the maintenance of existing streets and sidewalks which, upon adoption by the city council, shall serve as a guide for such maintenance for the ensuing year and as a guide for the budgeting for such maintenance for the succeeding year."*

Effective July 1, 2013 the City of Aberdeen established a Transportation Benefit District (TBD) that uses a tax for transportation services. The Municipal Code, Chapter 3.78 provides a description for the Transportation Benefit District establishment that is used for transportation improvements that preserve and maintain the existing infrastructure, reduce the risk of facility failure, improve safety or reduce congestion. It is recommended to include a yearly summary report from an appointed Active Living and Transportation Advisory Committee for non-motorized needs and services that may be included under the Transportation Benefit District.

City of Aberdeen

Chapter 2 Appendix

Active Living and Transportation Master Plan, 2015

Appendix 2A

Connect Grays Harbor, 2014 Survey

Community Attitudes about Active Transportation

Report prepared by Brianne Probasco, Grays Harbor County Public Health and Social Services Department

CONNECT Grays Harbor works to increase active transportation in Grays Harbor County. In spring, 2014, CONNECT Grays Harbor asked community residents to complete a survey about active transportation. The information collected by the survey is summarized in this report.

Methods

Survey instrument

The survey was developed by Grays Harbor County Public Health and Social Services. It consists of 20 questions related to demographics, bicycling, commuting, and opinions about active transportation and trail systems. A copy of the survey instrument is in Appendix A.

Survey distribution

This survey was distributed through a Business Expo and on-line.

Data analysis

Data were stored and analyzed with SurveyMonkey software.

Results

118 people completed the survey.

Demographics

City of residence

42% of respondents live in Aberdeen, 33% live in Hoquiam, 9% live in Montesano, 7% live in Cosmopolis, 4% live in Elma and 3% lived in various other parts of Grays Harbor County. 1% of respondents live outside of Grays Harbor County.

Age of respondent

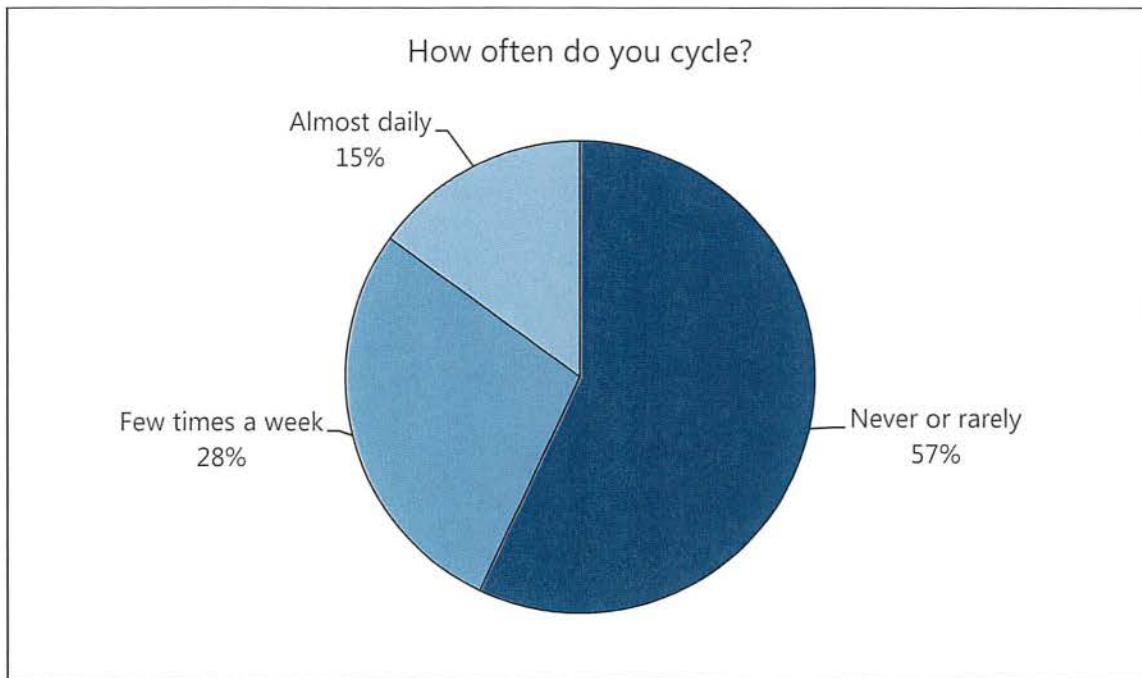
2% of respondents are less than 18 years old, 20% of respondents are 18-34 years old, 44% are 35-54 years old, and 34% are 55+ years old.

Gender

59% of respondents are female; 42% are male.

Cycling

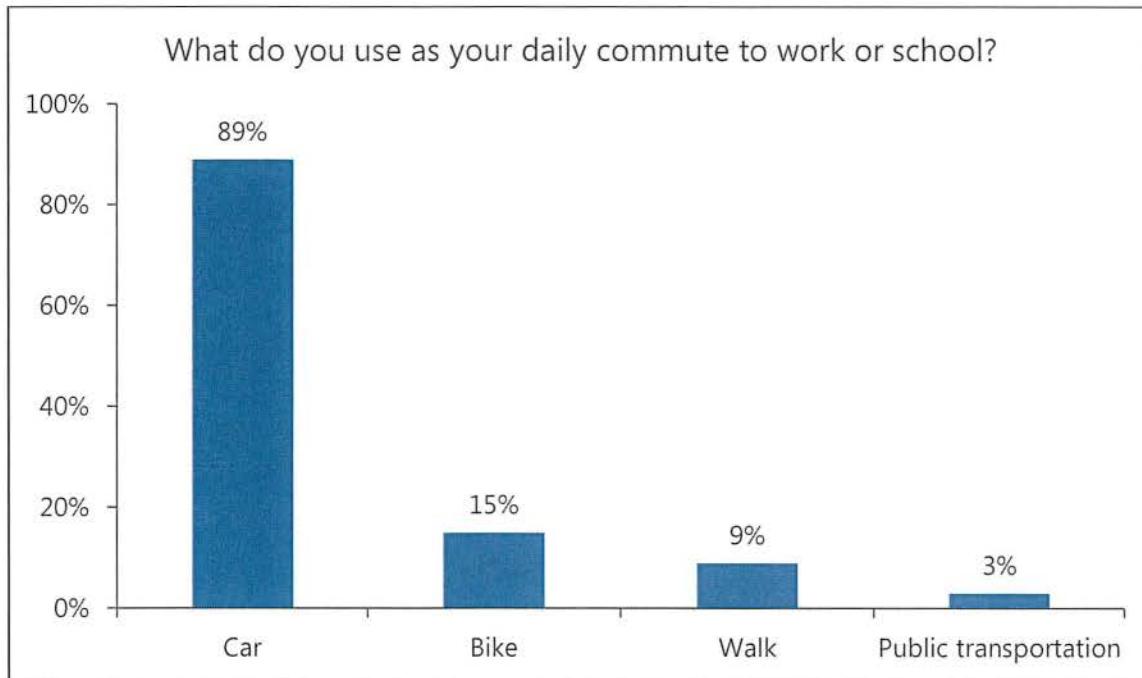
93% of respondents have access to a bike, but most rarely or never cycle.



Of those that do cycle, 86% wear a helmet at least some of the time.

Commuting

Most commuters use a car to get to work or school.



53% of respondents say it would take them less than 30 minutes to cycle one way from home to work and 70% of respondents say it would take them less than 30 minutes to cycle one way from home to school.

Opinions about active transportation and trail systems

Interest in different types of bike riding

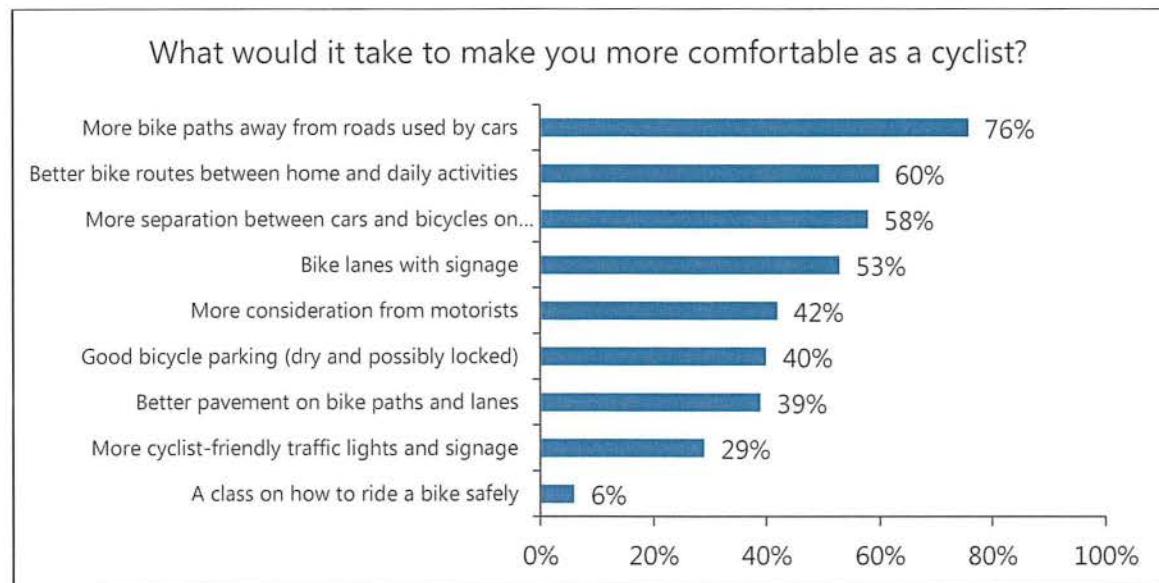
	Respondents who are interested in this type of bike riding
Recreational day rides (neighborhoods, wildlife and natural areas)	86%
Overnight bike rides (camping, hotel)	19%
Trips to downtown areas (shops, restaurants, farmer markets)	45%
Commuting and daily errands (school, work, grocery store, Laundromat)	42%
Training rides (conditioning for triathlons and general fitness)	40%

Comfort with different types of bike riding

	Respondents who are comfortable with this type of bike riding
On a quiet street	95%
On a designated path or trail with walkers	92%
In a bike lane with a buffer between the bike lane and car traffic	78%
In the main roadway with a bike lane	51%
On a sidewalk with walkers	40%
In the main roadway without a bike lane	14%

Increasing cyclists' comfort

95% of respondents think that they would be likely to cycle more if changes were made and 86% would cycle more if they felt safer as a cyclist.



Perceived ease of navigating through town

61% of respondents do not think that it is easy to navigate through town on a bicycle.

Riding side-by-side

46% of respondents said it was important to ride side-by-side when traveling by bicycle.

Trails

97% of respondents would likely ride with friends and/or family if there were connecting trails available.

	Respondents who would like to see this trail system developed
Connecting trails to wildlife refuges and nature	95%
Connecting trail from downtown areas of Hoquiam and Aberdeen to Cosmopolis	92%
Connecting trail from Hoquiam to Ocean Shores	82%
Connecting trail from Montesano to Cosmopolis along the side of the Blue Slough road	81%
Connecting trail from Cosmopolis to Westport	80%
Connecting trail from Central Park to East Aberdeen	74%

Perceived support of local communities

14% of respondents think that local communities and towns are supportive of bicycling, 46% think that they are neutral and 40% think they are not supportive.

Next steps

CONNECT Grays Harbor will use the information from the survey to share with municipalities, tribes, community groups and agencies interested in increasing active living elements in their local communities.

For more information

If you would like to learn more about this report or CONNECT Grays Harbor, contact Cathy Corkery, Public Health Educator at ccorkery@co.grays-harbor.wa.us or (360) 532-8631 x.4002.

Appendix 2B

CONNECT Grays Harbor Coalition, 2014

List of attendees, content experts, area representatives and/or request to receive updates for CONNECT Grays Harbor. The below list was collected from CONNECT Grays Harbor meeting sign-in sheets, meeting dialogues or consultations, and email requests.

Regular Meeting Attendees

- Catherine Corkery- Grays Harbor County Public Health
- Trish O'Hare- Grays Harbor County Transit
- Gregory Johnson-Gregorion Group / FOSCLS / GHTP
- Linda Robertson-Self
- Maryann Welch-Self
- Karl Harris-City of Aberdeen Parks and Recreation
- Brian Locke-Self
- Michael Dickerson-Our Aberdeen
- Sylvia Dickerson-Our Aberdeen
- Jarred Figlar-Barnes – Freelance 3D Modeler & Community Volunteer

- Sarah Little-Self
- Dirk Brier-GHCOG
- Judy Carter-Cyclist / Gregorian Group
- Josh Beach-City of Hoquiam Planner
- Paul Wetzel-Cyclist
- Amy Ostwald-Ostwald Graphic Design Grays Harbor County Tourism Bicycle Map
- Wilma Weber-Grays Harbor County Public Health
- Lauri Paulsen, PT-Physical Therapist Rehab Visions GH Community Hospital
- Karuna Johnson-Self

Aberdeen Area

- Debra A Seeman, P.E.-David Evans and Associates East Aberdeen Plan
- Jason Robertson-J Robertson & Co. (East Aberdeen)
- Lisa Scott-Community Development Director, Aberdeen
- Steve Randich-Street maintenance supervisor, Aberdeen
- Dave Timmons-Deputy Chief Aberdeen Police
- Kayla Dunlap-Port of Grays Harbor Public Affairs Specialist
- Scott D. Reynvaan-Blakely Crossing – Downtown Aberdeen Revitalization
- Brian Little-Design groups, Inc., Aberdeen Planning Commission Chair
- Marnie Schumacher GHC Public Health, cyclist

- Karl Harris-Parks and Recreation director, Aberdeen
- Stacie Barnum-Assistant Director for Parks and Recreation, Aberdeen
- Doug Farmer-Recreation Supervisor for Parks and Recreation, Aberdeen
- Min Shin-Aberdeen Guesthouse Inn and Suites
- Jeff Meeks-Arc of Grays Harbor Non-profit Advocates for Rights of Citizens with developmental disabilities
- Alicia Phelps-Aberdeen City Council
- Wes Toda-Aberdeen community
- Tawni Andrews-Aberdeen city council
- Dianne Hill-Community City of Aberdeen wellness committee
- Rick Sangder- City of Aberdeen Public Works
- Joshua Francy-Clean Streams and Memes/ Bicycle Delivery Service

Hoquiam Area

- Brian Shay-City Administrator
- Britta Folden-Hoquiam General Store
- Theresa Jump-Casa Mia
- Mickey Thurman-Active citizen
- Barbara Bennett Parsons-Farmer's Market Manager

- Kurtis Dawson-CEO of the YMCA of Grays Harbor
- Keith Lile-YMCA
- Lisa Kless-YMCA
- Pat Anderson-KXRO Radio
- Terry Wine- LaVogue Bicycles Hoquiam
- Richard Pennant- Citizen business owner Hoquiam City council

Grays Harbor College

- Keith Penner-Chief of Operations Grays Harbor College –campus operations
- Chris Portmann-Grays Harbor College
- Randy Karnath-Staff at GHC

- CaraBeth Stevenson-Staff at GHC
- Rose Pendergast-Staff at GHC
- Holly Leonard-Staff at GHC
- Darby Cavin-Seattle Raponneurs

Countywide

- Jim Starks-Elma Public Works Director
- Joe Chrystal-Elma Building Inspector/ Community Development
- Mike Wincewicz-Community Development Director Montesano
- Tim Gibbs-Greater Grays Harbor Inc.
- Russell Esses, P.E.-Grays Harbor County Department of Public Services Public Works Division
- Rocky Howard-Public Works Director Montesano
- Todd Baun-Director of Public Works McCleary

- Stephen Poulakos-Director of Town Development at Seabrook
- Darrin Raines-Cosmopolis Public Works Community Development
- Randy D. Lewis-City Administrator for Westport, WA
- Joan Hurst-COLPAC – Columbia-Pacific Resource Conservation and Economic Development District
- Chris Koehler-WSU Extension Faculty
- Theresa Julius-GHCOG
- Capt. Les Bolton-Executive Director of Grays Harbor Historical Seaport Authority
- Nikki Fields-Acting partnerships and planning manager

Port of Grays Harbor and Grays Harbor 2020

- Chuck Caldwell-Port Commissioner
- Stan Pinnick-Port of Grays Harbor – Vision 2020 Executive Board
- Alissa Shay-Port of Grays Harbor – Vision 2020 Executive Board

- David Quigg-Port of Grays Harbor- Vision 2020 Executive Board
- Ron Pinnick-Vision 2020
- Kayla Dunlap-Port of Grays Harbor

Government Officials

- Frank Gordon-Grays Harbor Commissioner
- Jack Durney-Mayor of Hoquiam

- Vickie Raines-Mayor of Cosmopolis
- Ken Estes-Mayor of Montesano

Washington State

- James Kissee-Physical Activity Coordinator, Healthy Eating Active Living WSD of Health
- Charlotte Claybrooke- WSDOT
- Nicholas Carr-Constituent Services Representative

- Paula Reeves-WSDOT
- TJ Nedrow-Planning Office WSDOT *
- Bill Stevenson-Capital Bicycle Club

CONNECT Grays Harbor Meeting Minutes Sampler 1

CONNECT Grays Harbor – Active Transportation Coalition				
[Pick the date]	10 am – 11:30 am	GHCOG – Port of Commissioners Meeting Room		
Type of	Meeting #1- Gather			
Facilitator	Catherine Corkery	ccorkery@co.grays-harbor.wa.us		
Note taker	Wilma Weber	wweber@co.grays-harbor.wa.us		
Attendees	Trish O'Hare (GH Transit), Gregory Johnson (Gregorian Group/FOSLS, GHTP), Linda Robertson (Self), Maryann Welch (Self), Karl Harris (City of Aberdeen), Brian Locke (Self), Michael & Sylvia Dickerson (Our Aberdeen), Sarah Little (Self), Dirk Brier (GHCOG), Karuna Johnson (Self), Joshua Francy (Clean Streams and Memes), Judy Carter (cyclist), Josh Beach (City of Hoquiam), Rick Sangder (City of Aberdeen), Paul Wetzel (cyclist), Wilma Weber (GH Public Health), Catherine Corkery (GH Public Health)			
Welcome				
15 minutes	Group			
Opening	Introductions – How is a bicycle like the history or heritage of Grays Harbor?			
"The bicycle has not changed much in 200 years, yet survives and is regaining its importance." "Wheels of the harbor are always turning, changing scenery for the future road ahead." "Spokes keep turning but we need to grease the wheels."				
Comments	<ul style="list-style-type: none"> • Bicycling needs to be more safe on the harbor • Sometimes we get a 'flat tire' • Bicyclists are reliant and persistent • There are economic advantages of being connected 			
Active Transportation includes biking, walking and public transportation.				
Please look at the Connections and Network sheet. This is a working document of contacts that may be interested in CONNECT Grays Harbor. Please check to see that your information is correct and revise needed information on the attached yellow sheet.				
Objectives & Expectations				
15 minutes				
Overview	<ul style="list-style-type: none"> • Objectives Slide: Gather and Connect / Review progress/ Expectations/ Time-line / 4 Key Areas of Action/ Coalition Opportunities / Next Steps • Vision: What is the Vision for CONNECT Grays Harbor? Comments: Tourism, Recreation, World-Renowned, Equitable. • What we are hearing? Quotes that have been shared and collected by Catherine Corkery. These quotes came from the Business Expo, emails and the GH College Wellness Fair. We hope to keep gathering quotes and thoughts from the community please send to ccorkery@co.grays-harbor.wa.us. • Goals: 1) By September, have 2014 Grays Harbor County Tourism Bicycle Map data ready for review and finalization. 2) The coalition will identify easy, moderate and difficult action items. 3) The coalition will create the 2014 Active Transportation Connectivity Strategic Plan (3-year action plan) 			

Discussion/ Group Expectations	<ul style="list-style-type: none"> • To hear from other communities (with similar demographics) who have been successful. Example; Discovery Trail, what was their journey? • Maintain contact with Cary Bozeman (The Bozeman Group – Consultant for Aberdeen, WA). • Strategize on how transit can address 'safety' and promote tourism. • Take a look at the image of transit and how to change it for the better. • Include 'points of interest' and resources of our local area for the bike map and general tourism promotion. • Understand the oppression bikers feel and strategize how the culture can become more accepting. • Start getting buy-in from those that can bring in money from tourism. (Business, lodging). • Think about the type of signage that is desired for the routes, I have seen very beautiful and inviting signage. • Think about data collection, such as the bike rack and locker use at GH Transit • Address the need for bike racks. • Understand how this group will be connecting with the government and important stakeholders. • Strategize on 'changing the culture'- How can bikers be more visible? Offering safety classes, Friendly Business partnerships, etc. • Strategize on what our message will be: Health benefit, kid/family ride friendly • Take a look at inviting School representatives to be a part of the coalition to promote the possibility of Safe Routes to School programs. • Move forward with the 'plan,' but invite WSDOT stakeholders to the coalition table to be part of the process.
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Additional Thoughts

- Check out Portland's Bike Friendly Business Signage: <http://industry.traveloregon.com/industry-resources/product-development/bike-friendly-business-program/>
- Once a month 'buy local promotion'- Have a bike friendly promotion insert.
- GH seems to be bent towards economic development and may not see tourism as part of that development.
- Really needing to pay attention to the culture and image we want to create, taking in consideration the various views of different sub-groups that already exist.

Timeline

15 minutes

Power point

- Timeline History Slide: What has happened so far?
- Cathy Corkery, Wilma Weber and Dirk Brier will be attending the Strategic Communications training with Andy Goodman next Wednesday. This may bring in some ideas on how to communicate and tell the 'story' around CONNECT Grays Harbor.
- June Timeline Slide: Suggestion to have the bicycle meet-ups on Saturdays to include the working people. Cathy will offer Saddle-bag meet-ups on Fridays, from 1-3 pm and provide a website link that can be printed off for independent weekend/evening rides. It will include the route along with scavenger hunt tasks to help gather needed data. This information will be collected, summarized and presented at the next coalition meeting.

4 Key Areas of Action Slide:

- This is a way to frame the 3-year action plan for CONNECT Grays Harbor.
- This framework will be discussed in more detail at the next meeting.
- A visual of the coalition. Where do you see yourself? What needs to be added? Please place your name next to an area of interest. Cathy will gather the information and begin working on a task group framework to be presented at the next coalition meeting.

Comments:

- A conversation around the importance of connecting with WSDOT and having a representative at the table was discussed. Dirk Brier & Joshua Francy may be able to help connect us to WSDOT representatives. Cathy Corkery has contacted Charlotte Claybrooke who is interested in being connected with what is happening around CONNECT Grays Harbor.
- Riding can be safe (dependent on the level of comfort). The more cyclists on the road increase the safety level of all cyclists. Cyclists need to follow the law and be predictable.
- Promote health benefits of bicycling. All areas need to be bikeable for children and families.
- School representatives for Safe Routes to School should be considered.
- Emergency transportation routes might be an interesting grant direction.
- Funding is a huge concern to get projects done.
- Bike racks are needed.
- Take care of the easy things. Just a line on the street could make a difference.
- 'People for Bikes' is a grant that Trish O'Hare is looking into for bike lockers and is willing to connect with others who might have similar interests.
- Book suggestion: Joy Ride Pedaling Toward a Healthier Planet by Mia Birk and Joe Kurmaskie

Chapter 3



Open Street Event in Downtown Aberdeen, courtesy of Grays Harbor Council of Governments

Current Landscape

- Groups & Committees
- Sustainability & Beautification
- Directional Plan Documents
- School Connectivity
- Infrastructure & Conditions

Happiness is actually found in simple things, such as taking my nephew around the island by bicycle or seeing the stars at night. We go to coffee shops or see airplanes land at the airport. – Andrea Hirata

Community Groups and Committees

There are multiple community groups working in partnership with the city to establish economic growth, revitalization and attraction to Aberdeen. The existing projects and projected plans have various pieces that are important considerations for the overall concept of the proposed network design.

The Aberdeen Revitalization Movement (ARM)

ARM is a community and city partnership working towards building an attractive downtown that welcomes residents and visitors to key destinations such as local businesses, waterfront and historic uptown neighborhoods. One goal is to develop a walkable and bikeable downtown that connects people to key destinations. It is recommended to design and develop a downtown pedestrian and bicycle urban greenway that links together five of ARM's proposed projects:

- Gateway Center (Visitor's Center) – Where people can receive information and plan their stay
- Downtown Waterfront Park – Where people can enjoy the waterfront, history, music and art
- Historic Morck Hotel – Where people can stay and experience the 'then and now' of Aberdeen
- QR Code Historic Neighborhood Walking Tour- Where people can explore the various historic neighborhoods
- Pedestrian Friendly Alleyways – Where people can view art, culture and events

There are multiple conversations for increasing space and movement for people within the downtown core. Many citizen groups have been working with the city on visions that utilize existing space that could be re-designed as space for people to enjoy art, music, culture, community and play. A variety of downtown visions have been discussed, including:

- Open Markets – Markets that may include fresh produce, art, skill demonstrations and food carts
- Pocket Parks- Large and small areas that provide aesthetics for active or passive enjoyment
- Pedestrian Alleyway and Open Streets- Community mural art, walkway and/or events
- Parking and Electric Charging Stations- Establishing public parking for small and large vehicles, as well as bicycle parking to encourage stopping, shopping and sight seeing
- Decorative Crosswalks – Themed crosswalks and highlighted pedestrian routes
- QR Code Historic Walking Routes- Actively learning and experiencing the history and beauty of Aberdeen
- Bike Share Program and Repair Stations -Creating ease and opportunity for touring the sites and destinations

Map 1- Foot Traffic Conceptual Brainstorm Map, 2015



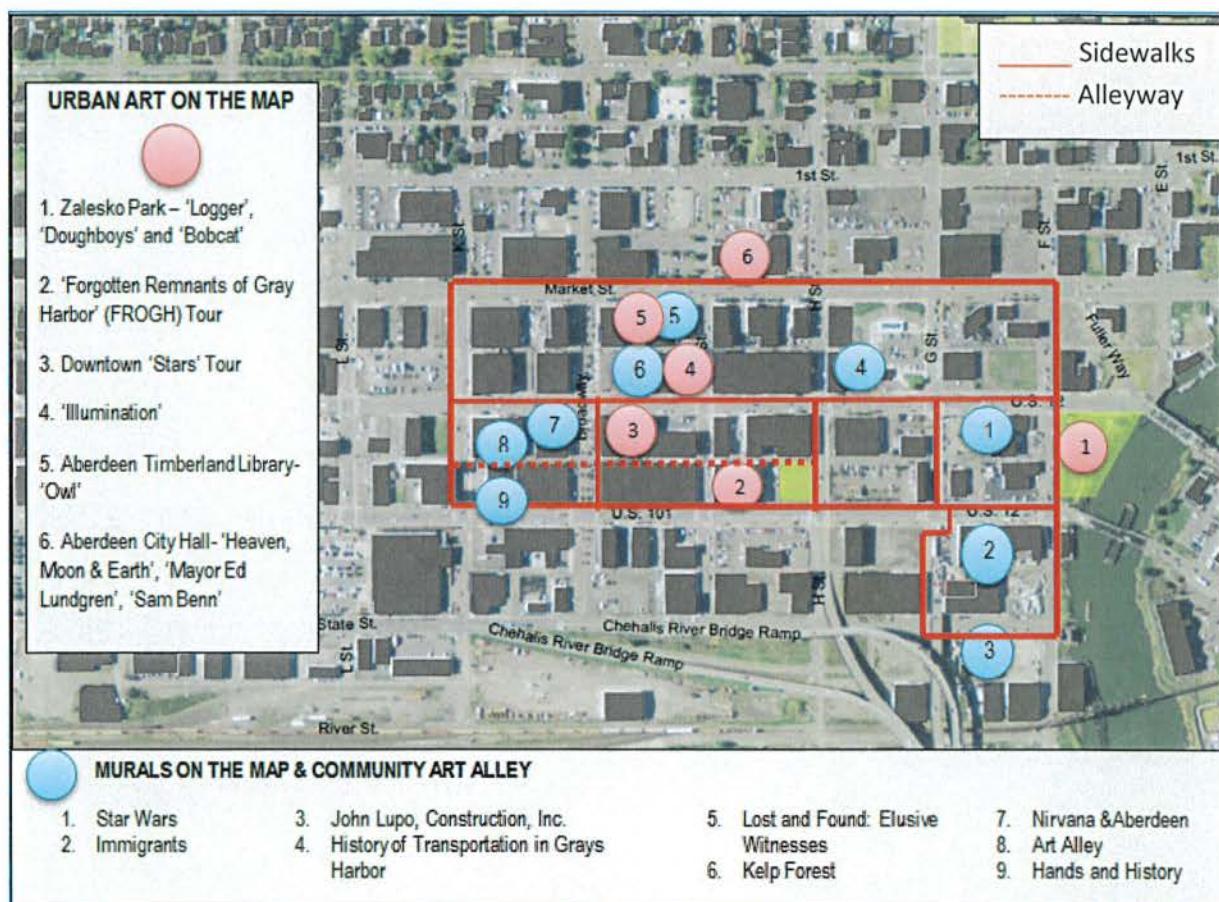
Our Aberdeen

This community group collaborates with various entities to activate and create beautification projects for residents and visitors to explore and enjoy. The projects have generated interest and increased foot traffic in the downtown district with projects such as the *Art on the Map* series, <http://artistsonthemap.com/>. Projects that are currently being envisioned and explored are Our Aberdeen's Young People's Mural Project and the Downtown Crosswalk Project. This group will be instrumental in bringing artistic aesthetics into the network design.

Art on the Map series – Downtown District

Below is a downtown pedestrian route, outlined in red, which touches on the various urban art, famous people of Aberdeen (STARS), artistic murals and a community driven Art Alley project.

Map 2- Conceptual Downtown Walking Route (Artists on the Map Series)



The existing *Art on the Map* series is currently available at tourist centers, hotels, libraries and various businesses



City of Aberdeen Historic Preservation Commission

This commission works towards safeguarding and showcasing the heritage of Aberdeen. Related projects and plans include:

- A proposed Aberdeen Hills Historic Neighborhood walking tour that includes QR codes and map
- Comprehensive Land Use Plan Chapter 8, Downtown Waterfront Element Draft

Existing resources for the development of heritage walking tours in the downtown area include:

- A *Historic Downtown Walking Tour* developed by the Aberdeen Museum of History
- A *Kurt Cobain Tour* developed by the Aberdeen Museum of History

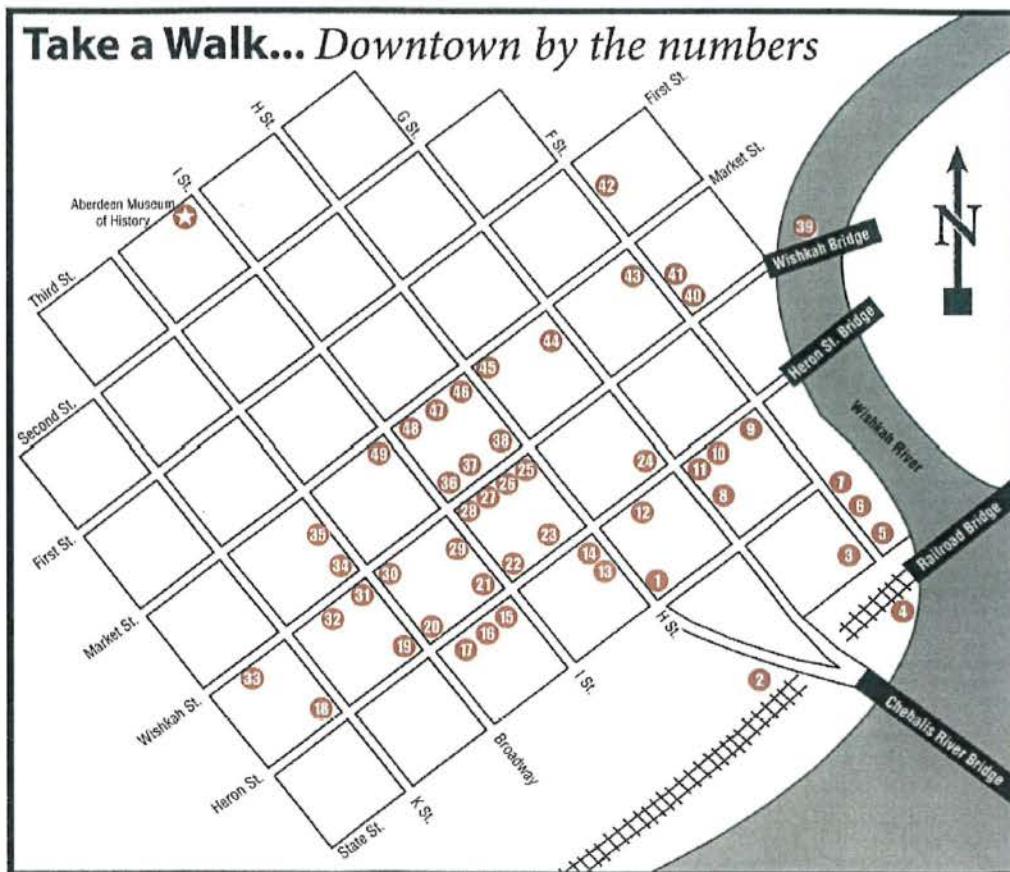
Additional existing resources that may be of assistance for future development includes:

- A *Historic Neighborhood Walking Tour* brochure developed and offered for purchase by Harbor View Inn
- A conceptual walking and biking map of the Kurt Cobain Tour, see **Appendix 3A**
- A conceptual walking map of the Aberdeen Hill neighborhoods, see **Appendix 3B**
- A conceptual multi-use pathway along N Broadway Street, see **Appendix 3C**
- Themed QR code historic downtown and waterfront sculpture parks and trails, see **Appendix 3D**
- Downtown greenway / Urban Trail loop, **Appendix 3E**

Historic Downtown Walking Tour

The Aberdeen Museum of History on Broadway and I Street offer a self-guided walking tour, in newspaper form, of Aberdeen's oldest downtown buildings. The Newspaper was created in June, 2009 in a joint effort between the daily world and The Aberdeen Museum of History. There is an informal tour guide that provides periodic history talks along the route.

Map 3- Snap shot of the published Downtown Historic Walking Map, 2009



City of Aberdeen Parking and Business District Improvement Committee

One common obstacle for bicyclists in the City of Aberdeen is the lack of bicycle parking at end-of-trip destinations. Having bicycle parking is good for business, encourages bicycling, provides well designed and orderly streetscapes as well as preserves pedestrian right-of-way and space on sidewalks. Another obstacle within the downtown area is pedestrian seating that can sustain Aberdeen's wet weather and is inviting yet discouraging to overnighters.

The Downtown Business District Improvement Committee has begun to look into the various options available for end-of-trip facilities that include bicycle parking and park benches in the downtown area. The committee will be responsible for recommending the style and location of the facilities with input from the downtown businesses and patrons. The conclusions will be presented to a proposed Active Living and Transportation Advisory Committee for funding recommendations and the Public Works Department for implementation.

Committee Tasks to Consider:

Bicycle Parking Selection

- Learn about the various options and styles for bicycle parking
- Selects style samples and potential locations
- Presents options and locations to business owners and collect feedback
- Provide a recommendation on style and location of bicycle parking within the downtown business district

Pedestrian Seating

- Assess and inventory existing benches
- Determine condition and need for removal, repair or replacement
- Develop a seating design plan and present options and locations to business owners and collect feedback
- Determine bench styles that may be City implemented and which may be grant funded commissioned, sponsored or donated

The committee is interested in investigating bicycle corrals within the downtown area and will move forward with collecting ideas for style and location, see **Appendix 3F**. With the existing bulb-outs in the downtown district, corrals could be set behind them as a great use of space, as seen in the visual below:

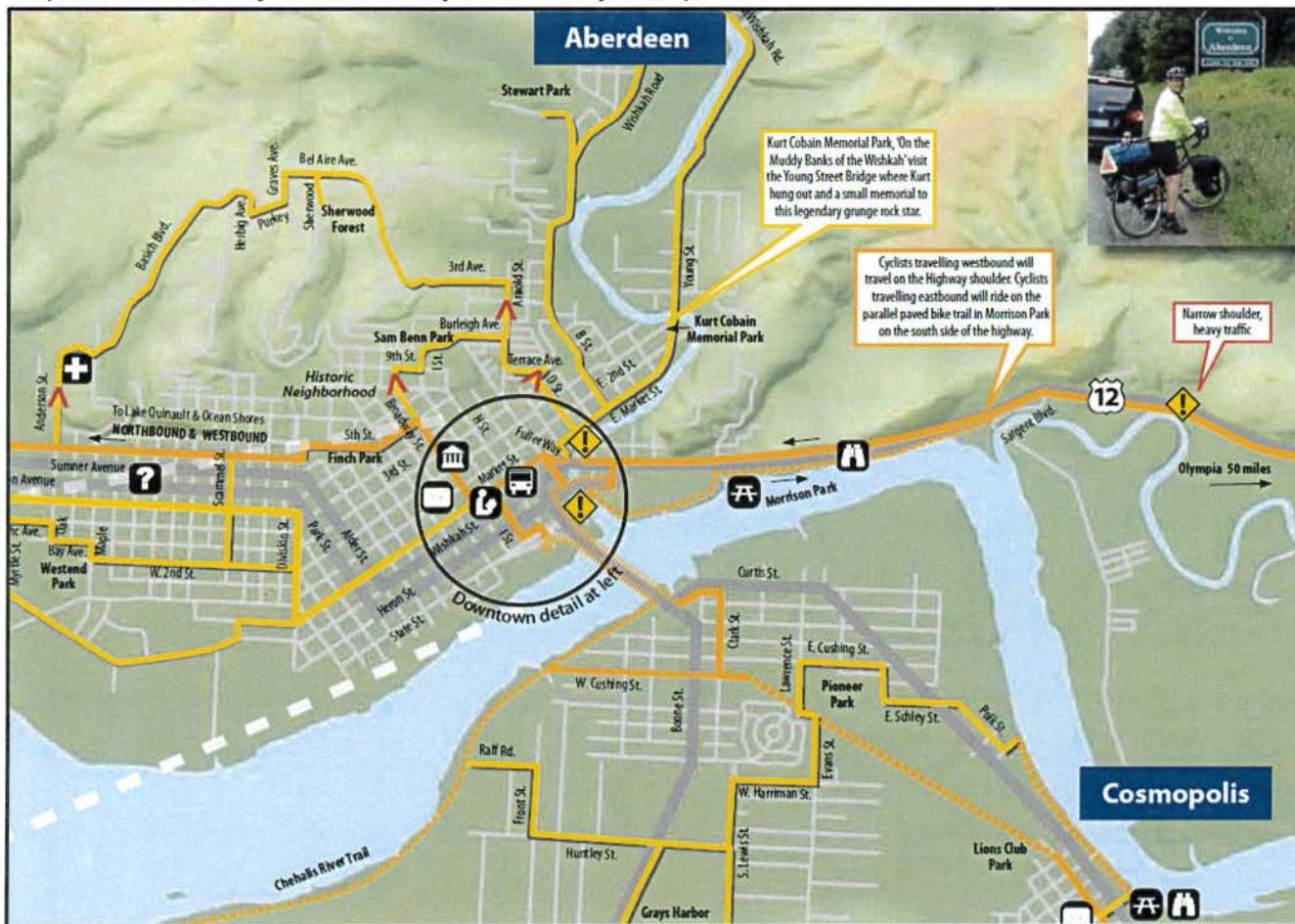


Photo Source: Washington State University Bicycle & Pedestrian Plan, Appendix F, Alta Planning + Design

CONNECT Grays Harbor Coalition

One sub-group of the CONNECT Grays Harbor coalition was the regional bicycle map committee working in partnership with Grays Harbor County Tourism and Public Health. This group researched potential routes, hosted investigative bicycle rides and facilitated community input meetings, see **Appendix 3G**. The committee coordinated with various entities such as Grays Harbor Council of Governments, local municipalities, Washington Department of Fish and Wildlife and Washington State Department of Transportation towards the completion of this map. Grays Harbor County Tourism released the first county-wide bicycle map, summer of 2015, which includes a suggested route through the urban core of Hoquiam, Aberdeen and Cosmopolis. The orange line in the below map represents the recommended main route through Aberdeen and the yellow line suggests alternative routes.

Map 4- Section of Grays Harbor County Tourism Bicycle Map, 2015



The bikeway route through Aberdeen

- Cherry Street is suggested as the connection from Hoquiam to Aberdeen
- Bicyclists thread through the Historic Hill neighborhoods and down Broadway Street
- Bicyclists are encouraged to stay on Hwy 12 Westbound and use the Morrison Riverfront park heading Eastbound
- Bicyclists are encouraged to use the Chehalis River Walkway when heading to 105 Ocean Beaches
- Bicyclists are encouraged to use the Basich Trailway to connect to US Highway 101 South

This is the first map in print which shows bicyclists how to navigate the bridges in Aberdeen. National and State maps only show the automobile on-ramps, therefore it is recommended to provide local signage and pavement markings to encourage bicyclists towards the suggested pedestrian sidewalks.



Navigating the Bridges in Aberdeen

- Market Street is suggested as the main west-east bicycle connection.
- I Street is suggested to connect with the pedestrian ramp under the Chehalis River Bridge overpass.
- Exiting off G Street is suggested, making a left on Heron Street to connect to East Aberdeen or Market Street.

Sustainability and Beautification

The below projects are supported through community and city partnerships to preserve, enhance and maintain the streetscapes and waterfront in Aberdeen.

The Downtown Street Beautification Project is a partnership between the Aberdeen Revitalization Movement (ARM) and Aberdeen Parks and Recreation Department to enhance the downtown flower project, <http://downtownaberdeen.com/street-beautification/>. A group called the 'Bloom Team' raised money, planted and cared for the flowers throughout the 2015 season. In addition the team coordinated with community groups, organized and hosted community street beautification events such as:

- Comcast Cares Day
- Fall Clean-up of Downtown

City of Aberdeen Parks and Recreation *Adopt-a-Trail* program was created to foster volunteerism that reduces the Department's cost for trail maintenance along the Morrison Riverfront Park Trail. Volunteers sign-up for a trail section and are committed to maintaining the area at least twice a week for a 6 month period.

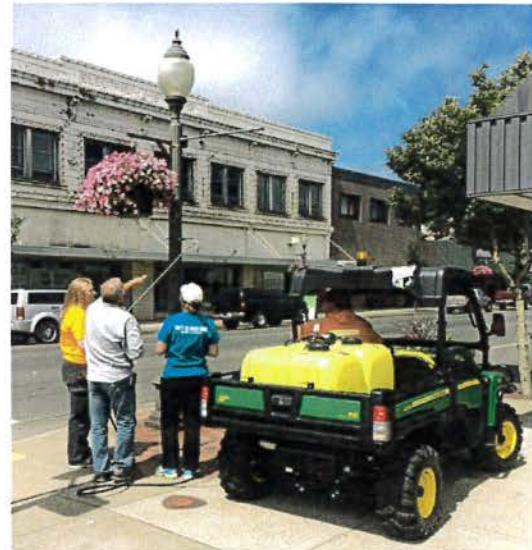


Photo- Watering Gator, ARM Beautification Facebook

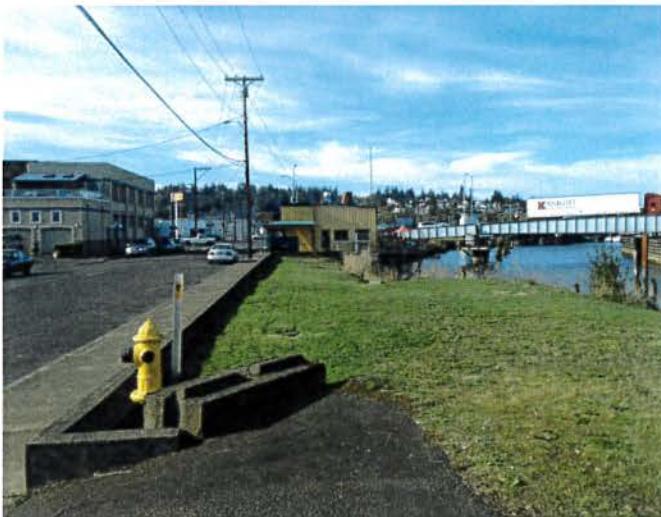
Clean Streams and Memes is a movement to remove refuge from the shorelines and waterways in Grays Harbor. The volunteer group meets consistently each week to clean, recycle and restore a designated shoreline. The group maintains a Facebook and collects data on how much garbage and recycling they collect.

<https://www.facebook.com/events/695281973948614/>

Directional Planning Documents

In January of 1990, the City of Aberdeen collected recommendations for development of the 'Old Aberdeen Waterfront District which included East Aberdeen and the downtown area.' The task force formulated specific goals and objectives in order to "create the ambience of an 'Old Aberdeen Waterfront District' that will provide opportunities for: 1) Commercial/tourism development, 2) Recreational activities, 3) Enhancing the community's quality of life."

The objectives included *history* as a strong template for development with a style that dates from the early 1900s to the 1940s along with a regulatory design guideline that lends to an 'Old Aberdeen Waterfront' atmosphere, such as encouraging the use of natural materials and a variety of colors. "F" Street and East Aberdeen was recommended to fall under a mandatory improvement program due to the natural ambiance with its waterfront commercial activities, turn of the century buildings and view of the Lady Washington and the Historic Seaport. Encouragement to reuse, such as converting warehouses in to retail/professional space and creating a standard for signs and historic advertisements that complement the design guidelines were also recommended.



F Street and Wishkah River Waterfront



Multi-use walkway Walmart Shopping Center

It is recommended to use the 'Old Aberdeen Waterfront District' as a guide for creating a pedestrian friendly atmosphere along the waterfront and downtown shops. There has been continued corporate development along the east side of the Wishkah and Chehalis River waterfront that conflicts with the documents goals and recommendations. Therefore, it is recommended to coordinate visions and implementation plans with all new developments to ensure a well thought out plan for foot traffic mobility and bike-ability within this highly scenic and historically valued area.

The existing multi-use trailway between the large corporate buildings and waterfront continues to offer enhancement opportunities that could include historical and cultural elements, such as murals on the backside of the buildings, signage, lighting, and artistic sculptures. Also, linking the trail systems with a pedestrian/bicycle bridge can open up economic opportunity such as fitness races, community events as well as provide ease of access and safety for everyday walkers and bikers.

City of Aberdeen Transportation Improvement Program (TIP)

In 2015, the City of Aberdeen added bicycle lanes to their Market Street planned pavement project, providing the first bike lanes for the city and a principal link in the non-motorized network. The addition of the bicycle lanes on Market Street provided a designated east-west connection for bicyclists, which is central to the proposed bikeway plan. Future considerations for the bike lanes on Market Street are to analyze and revise the design style used for the conventional bike lane pavement markings to increase understanding and safety.

2016-2021 City of Aberdeen TIP Plan Content Snapshot

Within the existing TIP plan, there are multiple pedestrian improvements identified. One recommendation is to combine pedestrian and bicycle improvements together to allow for a wider reach of non-motorized infrastructure. A second recommendation is to summarize and communicate the pedestrian and bicycle project plans to the planning commission to ensure overall vision consistency and increase funding opportunity and coordination.

Priority Number	TIP/STIP ID	PROJECT
PAVEMENT PRESERVATION		
2	WA-06711	Transportation Benefit District Projects
Subtotal		
MOBILITY		
10	WA-06712	SR 12 East Aberdeen Mobility Improvements
11	WA-08000	Port Industrial Way - State St. Connection
Subtotal		
ENHANCEMENT & SAFETY PROJECTS		
1	WA-06714	Downtown Aberdeen Revitalization Traffic Improvement
4	WA-07945	East Aberdeen Grade Separation RXR
8	WA-06713	Pedestrian Improvements U.S. 101 & W. Curtis
9	WA-07999	Oak @ U.S. 101 Signalization
Subtotal		
PATHS AND TRAILS		
3	WA-06715	Northside FEMA Levee / Multiuse Path U.S. 12 to Division St.
6	WA-07993	Cushing Street - SR 105 to SR 101
7	WA-07997	Lawrence St. Pedestrian Walkway - Cushing to U.S. 105
Subtotal		
BRIDGES		
5	WA-07946	Chehalis River Bridge Decorative Lighting
12	WA-07995	Heron St. Bridge Walkway
13	WA-07998	North Aberdeen Bridge Seismic Retrofit
14	WA-07994	Elliott Slough Bridge Seismic Retrofit
Subtotal		
ANNUAL PROGRAMS & MISCELLANEOUS PROJECT		
15	WA-07947	ADA Transition Program
17	WA-07948	Emergent Projects
18	WA-07949	Drainage Improvements
16	WA-07950	Sidewalk and Safe Pedestrian Route Improvements
Subtotal		

School Connectivity and Safe Crossing

There are safe walking routes documented for all the Aberdeen Elementary Schools. Un-signalized safe crossings are located on main arterials, one for each neighborhood district. It is recommended to coordinate with schools in the area of network design, infrastructure, policies, plans and support programs, see **Appendix 3H**.

Pedestrian and bicycle infrastructure vary for each school. The City of Aberdeen shall collaborate with the schools to ensure: 1) Pedestrian and bicycle facilities and infrastructure frame each school; including best practice bicycle racks and ADA accessible crosswalks, 2) Implementation of education and encouragement programs that develop a positive, supportive and safe pedestrian and bicycle culture; and 3) Participation on a safety advisory committee for the development of safe route to school plans, *WAC392-151-017 Safety Advisory Committee-Selection*.



A.J. West Elementary, 10/15



Stevens Elementary School, 09/15



Existing bicycle rack at A.J. West Elementary

The existing bicycle rack in the above picture can bend the wheel. It is recommended for a bike rack to support the bicycle frame in at least 2 places. An example of best practice is the photo to the right that shows U-shaped racks, located in front of the school and sheltered with a cover.



Covered bicycle racks for Corvallis, Oregon Elementary Schools through Safe Routes to School program, Picture Source- Google Maps

Existing Infrastructure

Generally, the infrastructure 'outside the curb' are preserved, maintained and enhanced by the City of Aberdeen Parks and Recreation Department. The infrastructure 'inside the curb' are preserved, maintained and enhanced by the City of Aberdeen Public Works Department. A recommendation is to analyze the gaps and needs within the City's facilities and non-motorized network to determine and delegate who shall be responsible for areas such as bicycle parking, multi-use sidewalk enhancements and universal signage.

Existing Infrastructure Responsibility

City of Aberdeen Parks and Recreation Department	City of Aberdeen Public Works Department	Other (Unknown and/or by request)
<ul style="list-style-type: none">• Downtown and park street trees• Trash receptacles• Doggy bags in parks• Lighting in parks and along trails• Public restrooms in parks• ADA accessible paddle launch sites• ADA accessible fishing docks• Park and trail signage• Park shelters	<ul style="list-style-type: none">• Bicycle lanes• ADA accessible ramps and sidewalks• Safety and directional signage• Street and bridge lighting• Crosswalks	<ul style="list-style-type: none">• Benches• Bike Parking• Wayfinding Signage• Decorative crosswalks

Existing Infrastructure (snapshot)

This snapshot is to provide a picture of potential gap improvement and funding source needs.

Facility	None	Limited	Moderate	Sufficient
Bicycle Lanes				
Bike Parking				
Downtown LED Lighting				
Trailway Lighting				
Bridge Lighting				
Crosswalk Lighting				
Trailway Benches				
Downtown Benches				
Park Benches				
ADA Sidewalk Ramps				
ADA Paddle Launch & Dock				
Public Restrooms				
Drinking Fountains				
Trash Receptacles				
Doggy Bags				
Recycling Receptacles				
Unified Bicycle Wayfinding Signage				
Unified Pedestrian Wayfinding Signage				
Unified Corridor Wayfinding Singage				
Unified Trailway and Bridge Wayfinding Signage				
Safety Signage for Bicyclists				
Safety Signage for Pedestrians				

Existing Conditions

Bicycle Network - Difficult Connections

The City of Aberdeen does recognize bicycling as a non-motorized transportation option within the community. Bicycle facilities are not currently included within general street improvement projects and the city does not have a bicycle network plan for identifying development and improvement needs. As a result, bicycle network and infrastructure development occurs without a lead department and on a 'by-request' and when 'funding is available' response system.

This plan includes a proposed bicycle route and supporting facilities to begin establishing a system. However, it is recommended to designate a lead department or committee can begin to address gaps throughout the system that create unsafe or disconnected bicycling conditions. At this time, there are no areas within Aberdeen that offer a formalized bicycle network, support facilities or comprehensive programming.

There are touring cyclists and commuters who frequently travel the main arterials in Aberdeen. There are two common travel routes, one that follows US Highway 101 to/ from US Highway 12 and another that travels US Highway 101 to/from State Highway 105. Currently there is no designated route or wayfinding signage on how to safely and preferably navigate along or around the main arterial streets and over the bridges. Many community members note that they have access to a bicycle but rarely use their bicycles, due to lack of feeling safe riding from their home to a desired destination. Most respondents shared that they ride on the sidewalks rather than the streets, suggesting the need to address the lack of attention and development around bicycle facilities.

The City of Aberdeen allows bicycles on all streets and sidewalks and requires the use of helmets for all riders. Programs to educate encourage and enforce the flow of bicycle traffic, skill development and helmet use is limited, isolated or intermittent, which includes: 1) Police Department yearly bicycle rodeo for youth and families, 2) City of Aberdeen Lion's Club 'Bicycles from Heaven' program, 3) Fire Department free helmet give away, when funding is available.

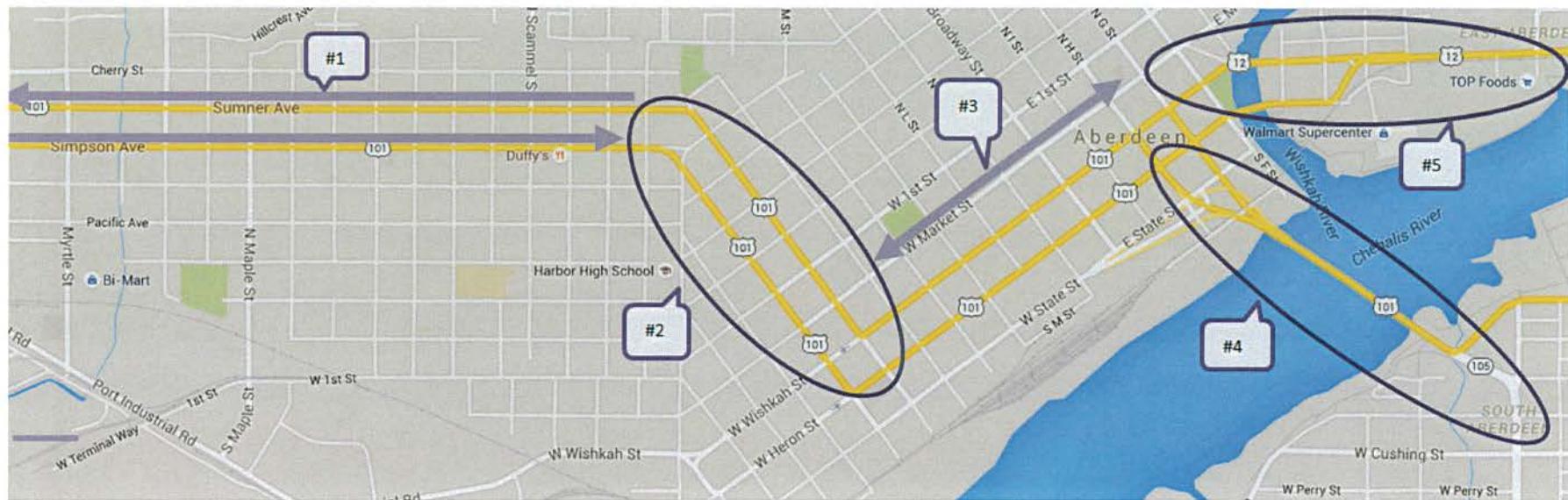
Current efforts succeeded in the integration of bike lanes into a currently scheduled road project which provided a designated connection from west to east Aberdeen on Market Street. Once complete, the opinions of the bike lanes were mixed, appreciating the space but confused due to the design of the single line pavement marking for bicycles. Revisiting and enhancing the design of the intended conventional bike lanes would improve the understanding and safety for the motorists and bicyclists on Market Street.



Bicycle lane on Market Street

In general, connecting to the downtown district and navigating the three bridges are difficult. There is a high need for decision making around the design and designation for the main urban core bicycle route. The general gap analysis shown in the maps below are opportunities to provide designated and marked connections to establish the beginning of a seamless local and regional connection to and from the city.

Map 1-North Chehalis River- Difficult Connections



Map 1 Key

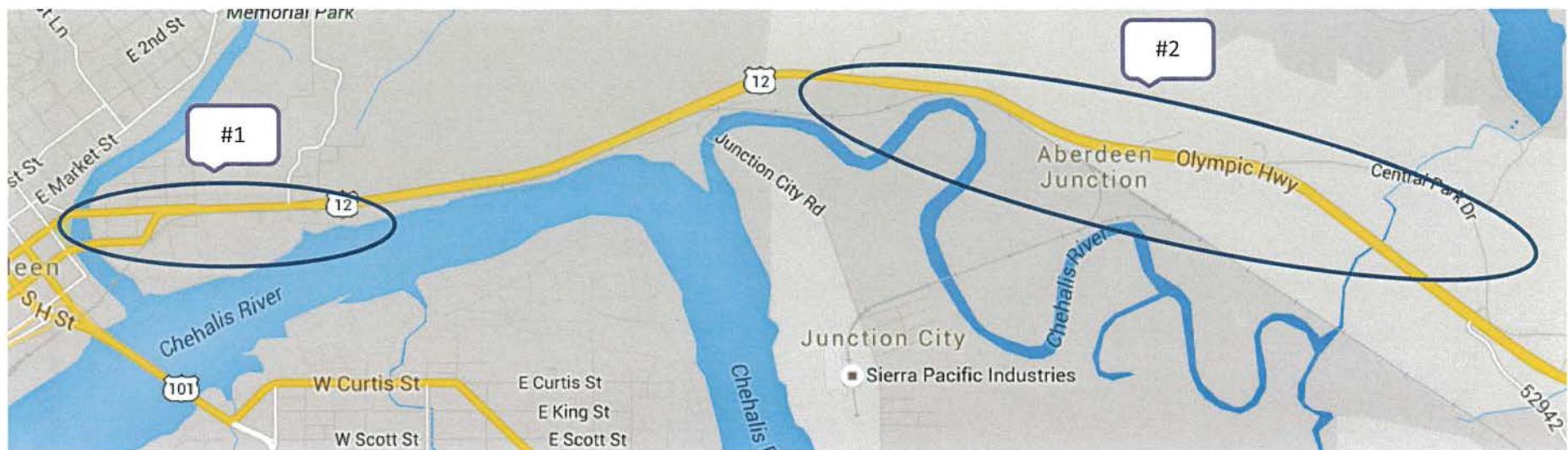
1- (Spot Gap) Wide lanes with high traffic volume, parking on both sides of the roadway. Transit system on right side of roadway.

2-(Connection & Corridor Gap) High traffic arterials with parking on both sides of roadway. Street grids intersect on Division Street causing directional confusion. High traffic intersections.

3- (Spot Gap) Lack of directional signage to connect bike lane to bikeway system. Some high traffic intersections and inability to trigger light without an automobile present.

4 & 5- (Facility Gaps) lack of bicycle facilities and directional signage along with high vehicle speeds and volumes.

Map 2- US Highway 12 Connections

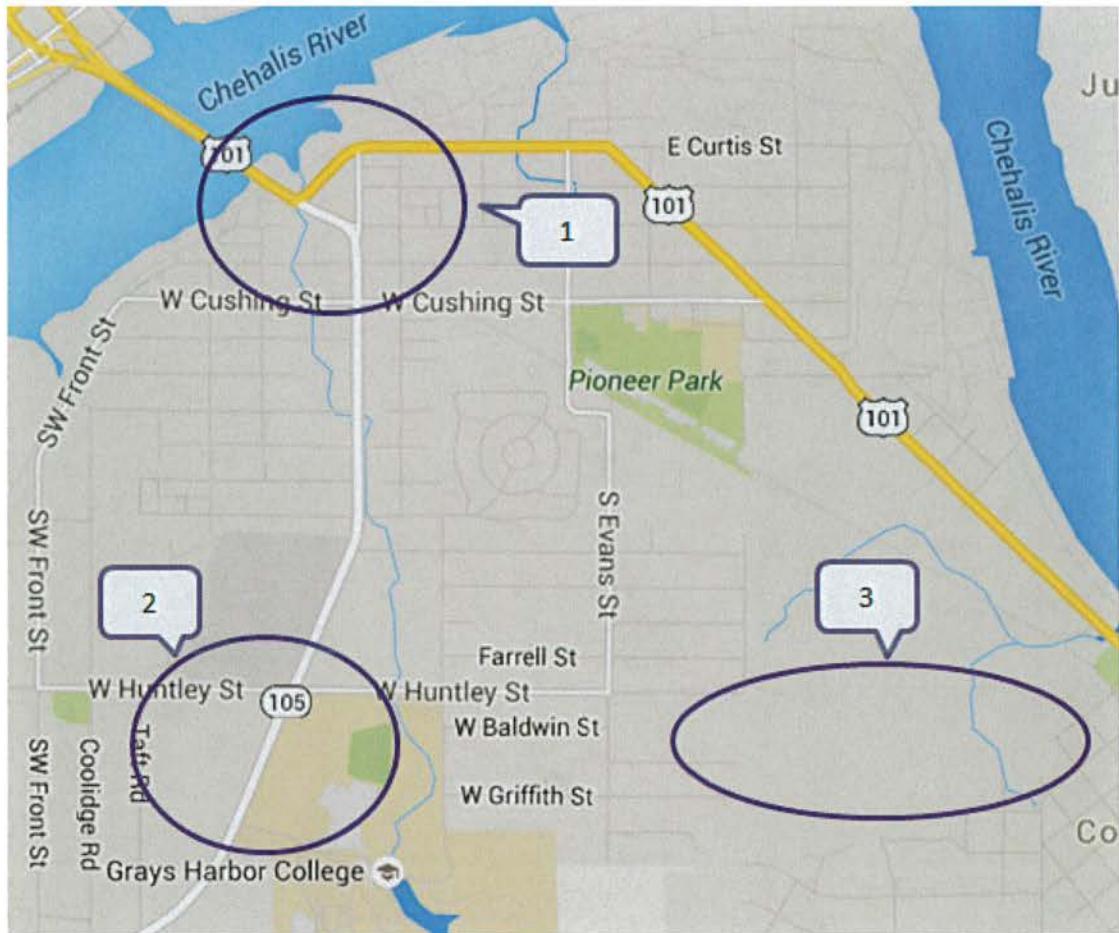


Map 2 Key

1- (Connection and Corridor Gap) lack of bicycle facilities and directional signage along with high vehicle speeds and volumes. Once a westbound bicyclist comes off the bluff and into town there is little to no shoulder along US Highway 12. Eastbound there is little to no shoulder on US Highway 12. There is no signage to direct bicyclists to use the Morrison Riverfront Trail as a connection route.

2- Connection & Corridor Gap) There is little to no shoulder on the bluff between Junction City and Central Park Drive. There is low visibility, space and lighting along this area.

Map 3- South Chehalis River-Aberdeen Difficult Connections



Map 3 Key

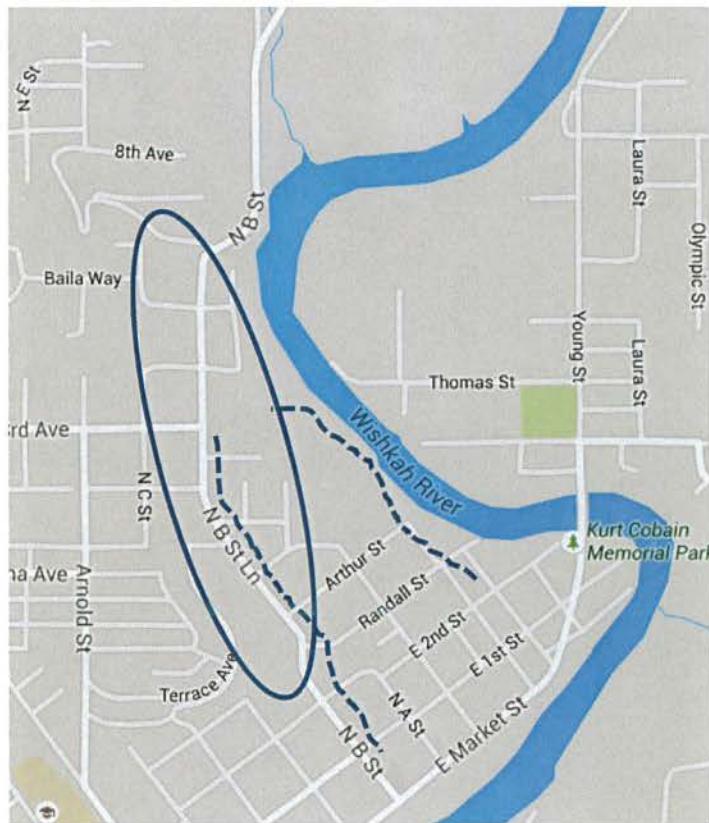
1- (Facility and Corridor Gap) Lack of bicycle facilities, space and connections along a highly congested area with little to no shoulder and high traffic volumes.

2- (Spot Gap) Lack of dedicated facilities and treatment to accommodate bicycle travel to and from State Hwy 105 into Grays Harbor College.

3- (System Gap) A geographical area that may benefit from a shared-use pathway connection from Cosmopolis to Grays Harbor College that currently does not exist.

North Aberdeen

Map 4- Difficult Connections along N B Street



1st and B Street, Safe Crossing Recommendation

N B Street is the main roadway in North Aberdeen. This is a busy roadway with parking on both sides of the street. B Street links vehicles, pedestrians and bicyclists to a shopping complex, Robert Gray Elementary School and the Aberdeen High School Stewart Field football stadium.

From site visit observations, many families and youth use the sidewalk along B Street to walk or bike to school. There is also an unsanctioned trail that connects to the back side of the Robert Gray Elementary School that pedestrians use to connect to school and local neighborhoods.

Considerations include:

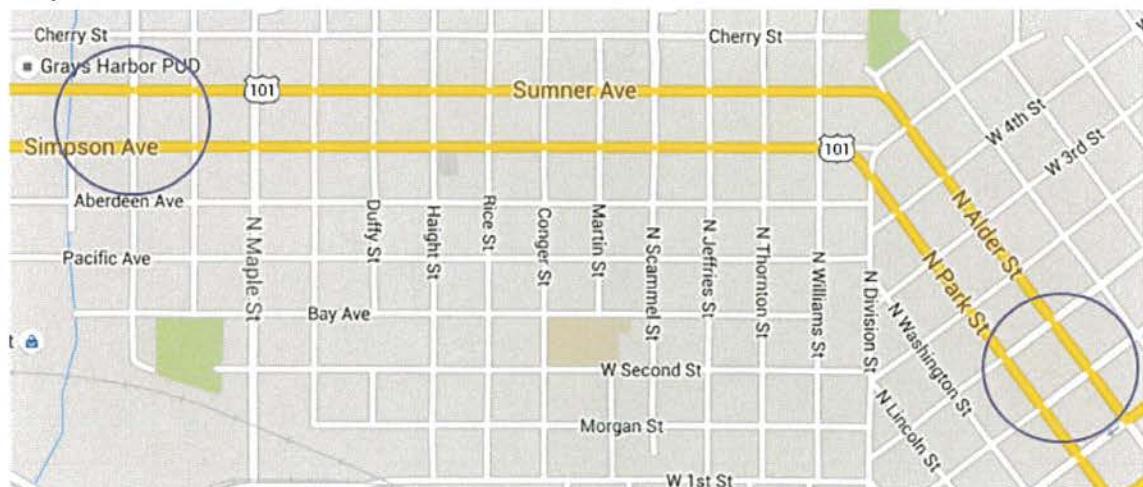
- Work with Robert Gray Elementary School and the High School to develop a safe biking route to school. Options may include: 1) Develop bicycle infrastructure on B Street and or 2) Formalize and connect a waterfront trail behind the football stadium and school
- Provide an amber flashing beacon light system on 1st and N B Street for a safe crossing and greenway infrastructure connection

Pedestrian Network - Difficult Connections

West Aberdeen

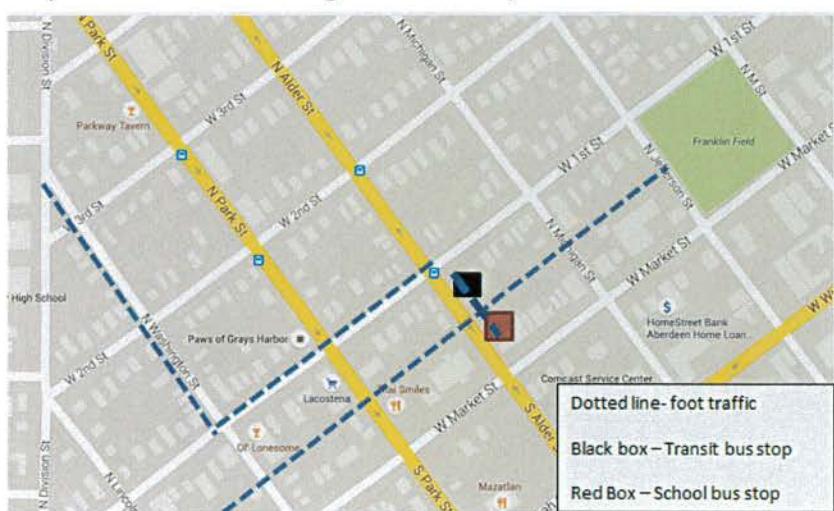
US Highway 101 poses multiple challenges for pedestrian crossings. In West Aberdeen the blocks are long and the highway is split, one-way each direction. Two major areas of concern are seen in the map below: 1) Oak Street / Shopping Complex area and 2) between W 3rd and W Market Street.

Map1 – Difficult Pedestrian Connections



From site visit observations and community interviews N Park and Alder Street between W 3rd and Market Street pose difficulty for pedestrians and wheel-chair users. There are high traffic volumes and parking congestion along with long blocks without signalized crossings. Pedestrians tend to cross at the alley way between 1st and Market Street or at an un-signalized crossing on First and US Highway 101 (N Park Street).

Map 3- Foot Traffic Crossing Observations (N Alder Street and N Park Street, between 3rd and Market Street)



The alleyway between W 1st and Market Street is a frequently used route for pedestrians and bicyclists. It is recommended to consider: 1) developing a portion of this alleyway into a greenway connector and 2) Install a safe pedestrian crossing on 1st and N Park Street

On US Highway 101 (N Alder Street) between Market and 1st Street there is a high use transit and school bus stop. The transit bus stop has a shelter and the school bus stop does not. The youth cluster in a non-sheltered area that is highly congested within a gas station parking lot and alleyway along US 101 Highway (N Alder and Park Street). First and N Park Street is a non-signalized pedestrian crossing that has been shared by local neighborhood residents as their preferred street crossing.

The area around the shopping complex between US Highway 101 North and South and between Myrtle and Oak Street is a high concern area for safe crossings. There are multiple destinations within the Oak Street intersection, including: 1) Transit bus stop, 2) Public school bus stop, 3) Church; and 4) Shopping center. It is recommended that this intersection is redesigned to increase safety and awareness of pedestrians, including amber flashing beacon light system.

Map 4- Foot Traffic and Crossing Observations (West Aberdeen)



Community input suggests a need and desire for a safe walking and bicycling route that links outlying neighborhoods into the East Aberdeen shopping area. Comments and observations include:

- The desire to have wheelchair friendly sidewalks that are continuously accessible along the route
- The alleyways are commonly used by pedestrians and bicyclists to navigate into and through the downtown area from West Aberdeen
- Currently, there are safe school crossings that flash at designated times of the school day but no high visibility push-button crosswalks for other times of the day.

It is recommended to assess and renovate the sheltered bus stops along the main arterial corridors for ADA accessibility; as well as increasing buffered space between the shelter and traffic for safety, usability and access by pedestrians and bicyclists.

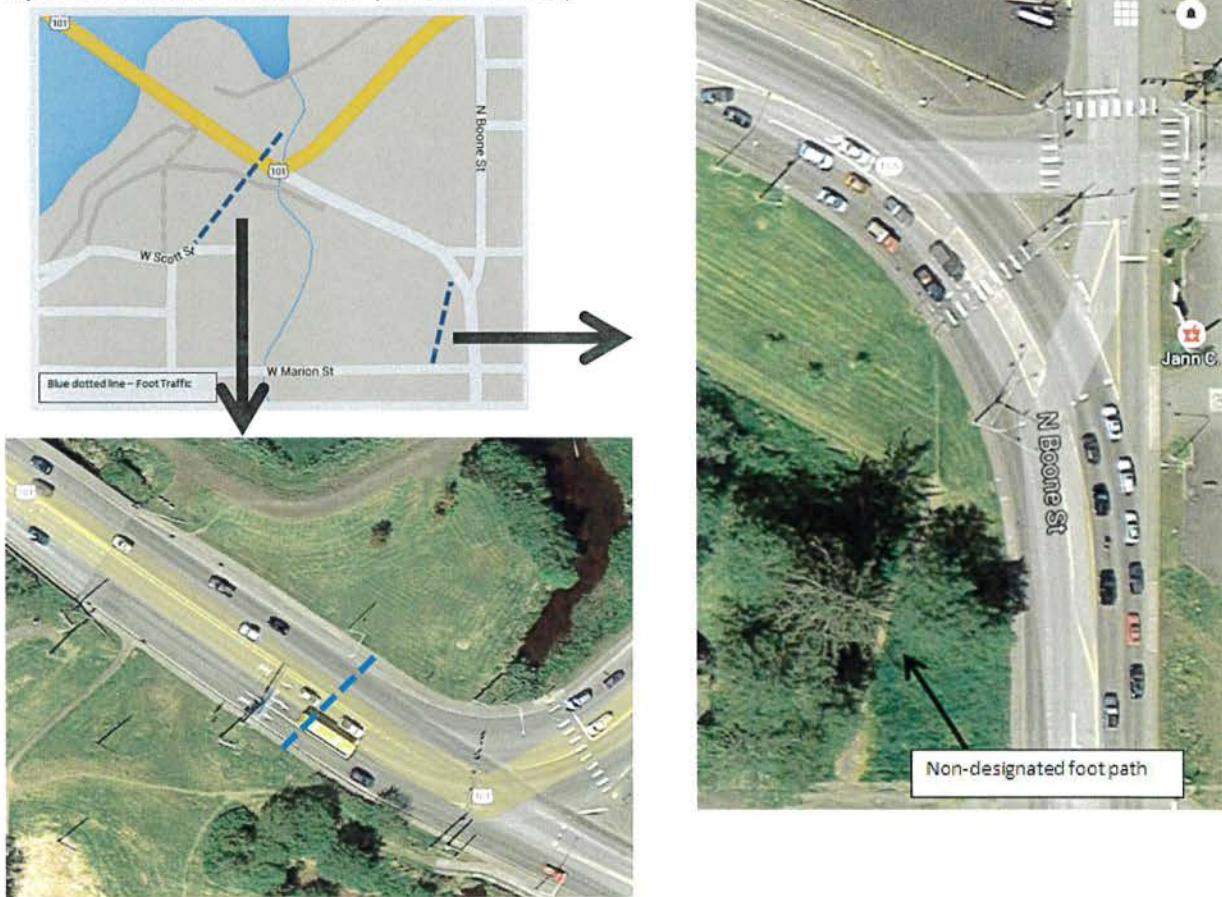


Sheltered bus stop at Simpson Avenue (US Highway 101 and Haight Street)

South Aberdeen

Difficult connections and safe crossings exist between the base of the Chehalis River Bridge and W Marion Street. The designated crosswalk is a long block distance from the bridge that makes it inconvenient for foot traffic. Non-designated foot traffic pathways crisscross this area, demonstrating a need for assessment and redesign. There is one developed and one non-developed multi-use trail that frame the base of the Chehalis River Bridge. It is recommended to link these two trails together with a pedestrian/bicycle crosswalk at the base of the bridge.

Map 5- Foot Traffic Observations (South Aberdeen)



East Aberdeen

From site visit observations and business interviews E Wishkah and Heron Street pose safety concerns and difficulty for pedestrians and wheel-chair users. There are high traffic volumes, bridges, curves, and parking congestion along with long blocks without signalized crossings. The Heron Street bridge crossing has a pedestrian sidewalk on the north side which requires foot traffic to cross over the main highway to reach their main destination of the shopping mall. Creative alternatives have been observed, such as travelling across the railroad bridge and crossing at the base of the bridges placing them in a low visibility and high risk situation.

Map 6- Foot Traffic Observations (East Aberdeen)

Currently, pedestrians must cross US Hwy 12 to reach key destinations, such as the Walmart Supercenter. It is recommended to: 1) Request WSDOT to add a 12' sidewalk on both sides of the Heron Street Bridge when feasible or 2) Pursue a new 14' wide pedestrian/bicycle bridge across the Wishkah River between the Heron Street and Railroad Bridge. The addition of a shared-use bridge/sidewalk would bypass the high traffic volume and congested US Highway 12 corridor, increasing safety and connectivity.



In addition to a non-motorized bridge is a redesign of the pedestrian crosswalks in East Aberdeen. Design visions are being created to increase safe crossings and space within this high traffic volume area, see Appendix 3l.

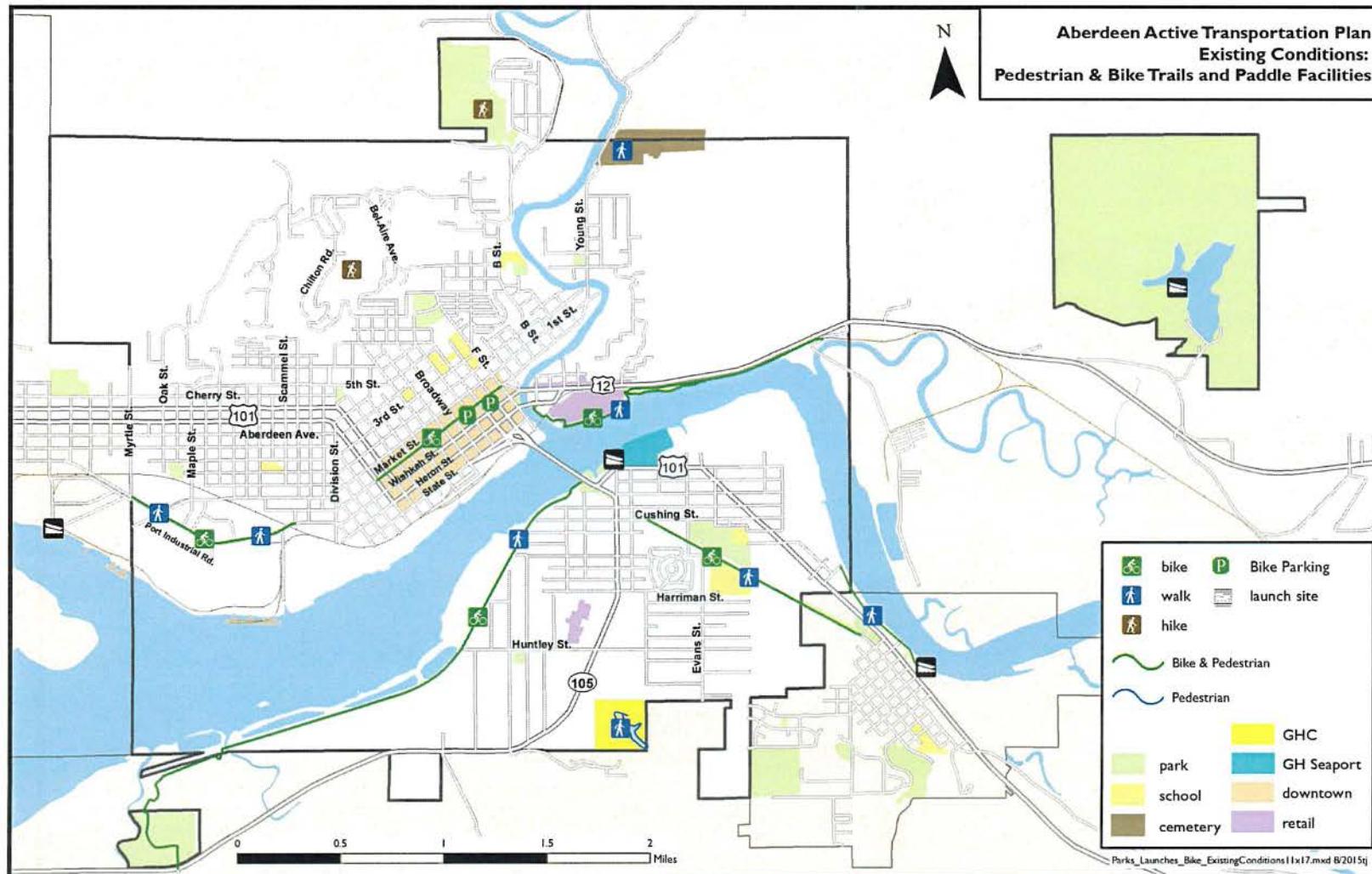


Redesign vision of the E Heron Street Crosswalk
Designed by Jarred Figlar-Barnes, Freelance 3D Modeler & ARM Volunteer

Existing Conditions Overview

The City of Aberdeen has developed pedestrian and bike friendly elements into their transportation design including ADA sidewalk bulb-outs, waterfront pathways and bike lanes. Improvements may include increasing connectivity, bicycle infrastructure and safe crossings for the existing and future non-motorized network.

Existing Conditions Overview Map, 2015



Map prepared by Grays Harbor Council of Governments, 2015

City of Aberdeen

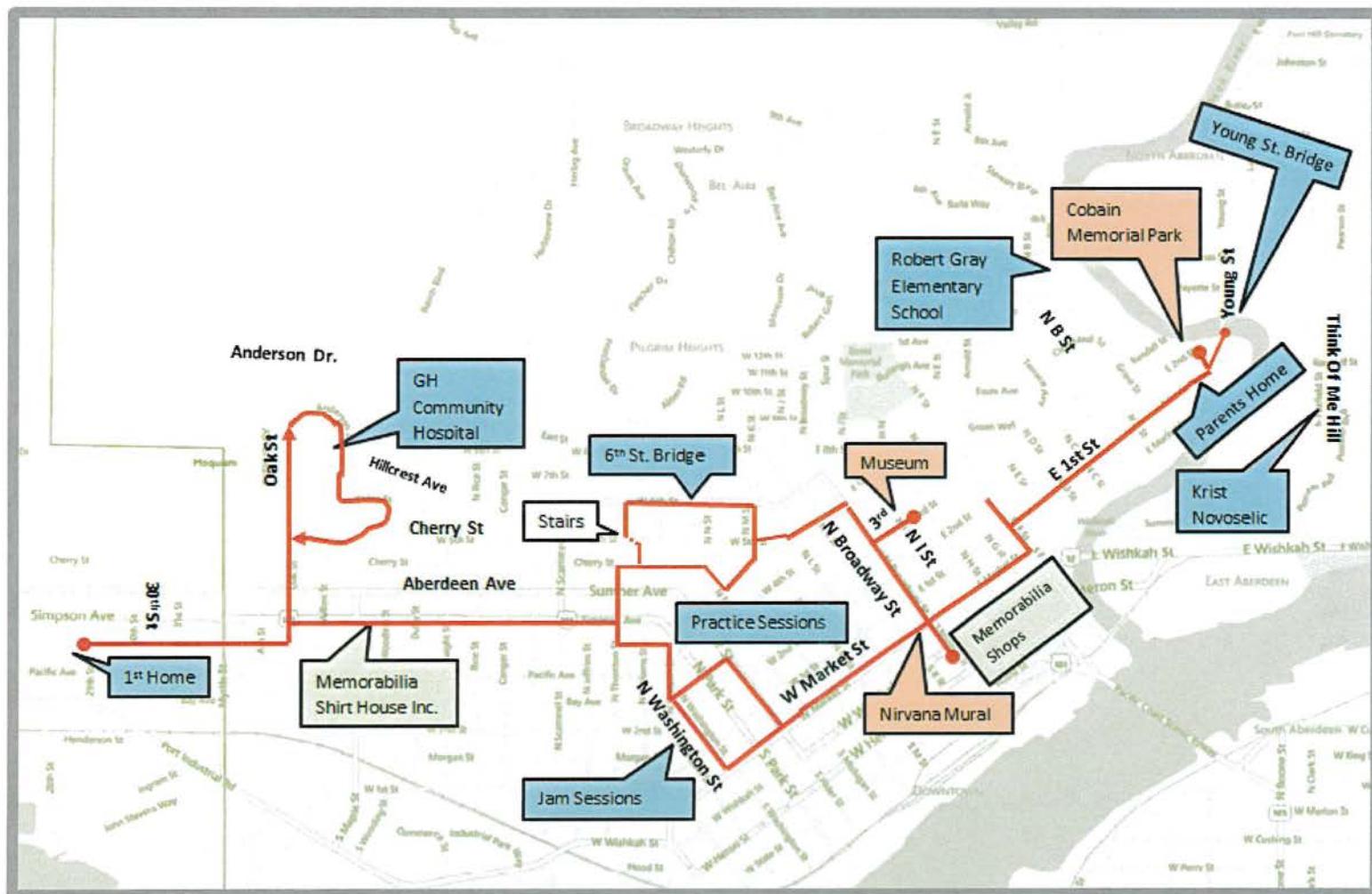
Chapter 3 Appendix

Active Living and Transportation Master Plan, 2015

Appendix 3A

Existing Conditions- Visual of Kurt Cobain's Walking Tour, 2014

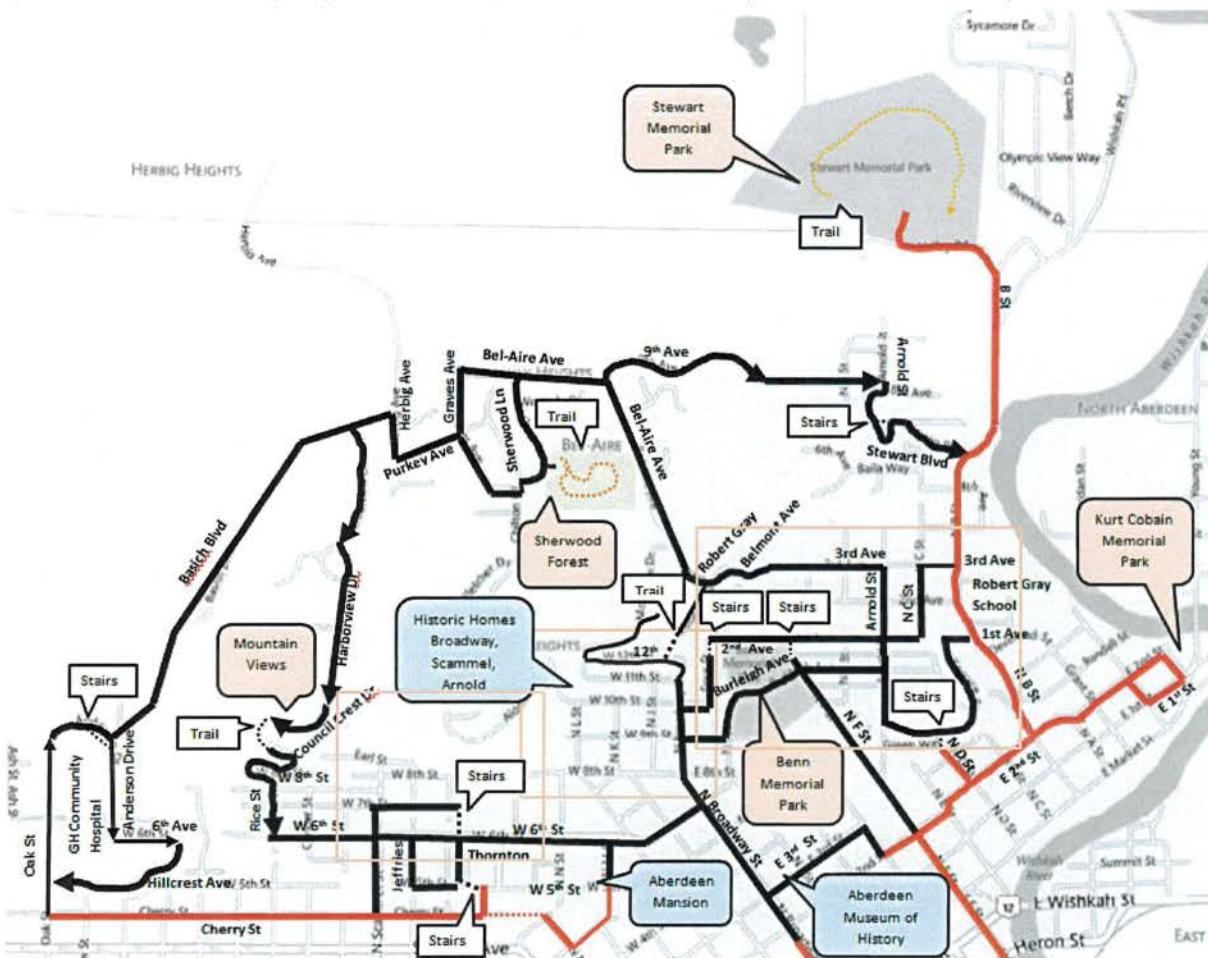
Below is a concept walking tour route that catches a glimpse into the early years of Kurt Cobain following the existing on-line walking tour located at <http://www.aberdeen-museum.org/kurt.htm>. Begin at the Aberdeen Museum of History on 3rd and I Street to pick up a *Walking Tour of Kurt Cobain's Aberdeen* as well as an exhibit of his music and life.



Appendix 3B

Existing Conditions-Historic Homes and Stair Walk Conceptual Map, 2014

Below is a pedestrian concept map that explores the hills, parks and neighborhoods while catching breath-taking views of Grays Harbor and snow peaked mountains. There are many opportunities to showcase the existing historic stairs, homes and neighborhoods. Establishing public connection paths, using existing primitive trails and emergency access routes, can increase walkability, connections and safety.



Sam Benn Park

Appendix 3C

Existing Conditions- Broadway Hill Conceptual Multi-use Pathway, 2015

Below is a slide-show of a potential non-motorized connection along N Broadway Street connecting pedestrians and bicyclists with the Historic Neighborhoods and downtown district.



Between Market and E 1st Street –On street Bike lanes.



Between E 1st and E 2nd Street – Bike lane merging onto a multi-use path or parallel bicycle path to the existing sidewalk.



Create a multi-use path or parallel bike path (with ADA accessible grade) along the existing sidewalk along N Broadway.



Create universal signage and information kiosk for Historic neighborhood, mansion, museum, theatre, park and other architectural landmarks. Provide QR Code signage and map for the Historic neighborhood loop. Add bicycle parking near the map kiosk and museum.



Integrate multi-use pathways to connect with the neighborhood elementary and high school.



Merge bicycles onto roadway or continue a multi-use pathway to W 9th Street.

Appendix 3D

QR Code Historic Walks

Sample Community Development and Programs

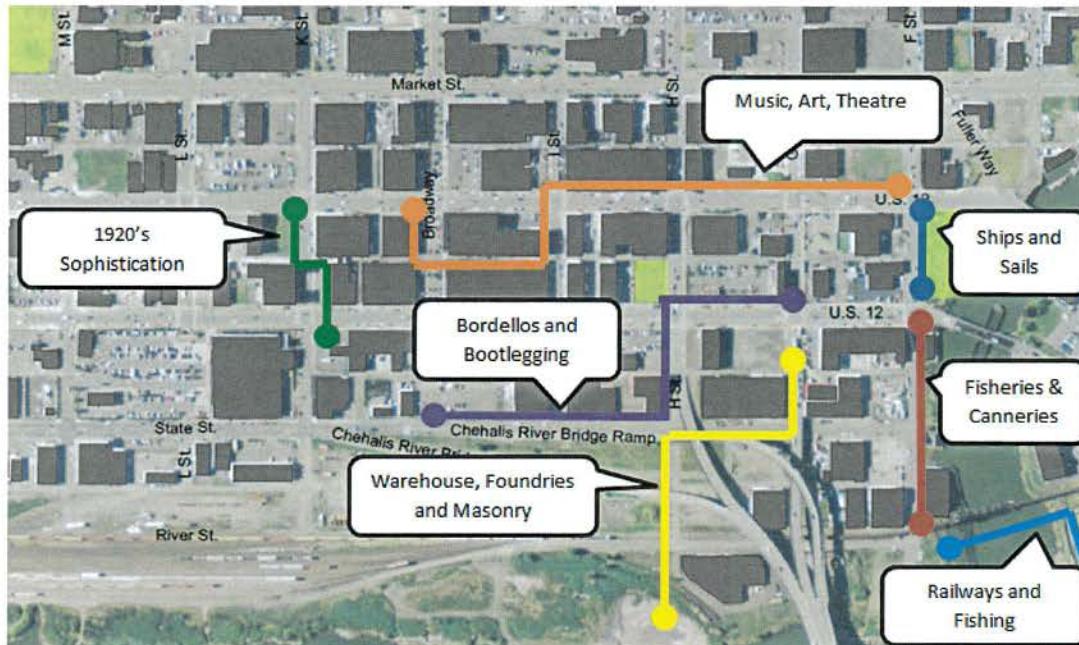
- Visitindy.com provides an example of many urban, recreational and waterway trails that are or integrate well into a greenway system. Indianapolis, IN trails include: Indianapolis Cultural Trail, Monon Rail Trail, Indy Cultural Tour-Artistic Encounters and Fountain Square Cultural District. The cultural trail was a unique project funded through the TIGER grant program for sustainable transportation projects. The website can be found at: http://www.visitindy.com/web_site_searches?utf8=%E2%9C%93&search_site=cultural+trail&button=.
- The Asheville, NC Urban Trail Walking Tour highlights people, architecture and historic events of the city. The trail is divided into different eras, each marked with a symbol and unique crosswalks. Website- <http://www.ashevillenc.gov/Departments/ParksRecreation/CulturalArts/CulturalArts-PublicArttheUrbanTrail/UrbanTrailWalkingTour.aspx>
- Pure Ludington in Mason County Michigan has created several cultural trails that include: Lumber Heritage Trail, Quilt Barn Trail, Maritime History Trail, Sculpture Trail and Agricultural Trial. Each trail has integrated a QR Code scanner that allows visitors to hear stories and information about each stop along the trail. The website can be found at: <http://www.pureludington.com/MasonCountyCulturalTrails.cfm>
- Grand Rapids, MI Walking Tours provides a website that includes GPS navigation, audio narration and historic photos available as an app for a smartphone or table. Tours can be viewed on-line or downloaded to be available without internet connection. Website- <http://grwalks.com/>



Mason County Heritage Trails

Mason County Heritage Trails

Downtown Aberdeen has a rich history of rails, trails, sails and roads that brought together many diverse cultures, trades and skills. The below map provides a conceptual vision to consider when creating an enjoyable and memorable walking route throughout Aberdeen's downtown and waterfront district. There are many examples throughout the nation of towns creating QR code cultural walks that creates a memorable visit and increases foot traffic within an area. Aberdeen has an opportunity to thread together a variety of historic highlights and cultural aspects to showcase its diverse and colorful history.



1920' Sophistication – Provides a connection with the Historic Mork Hotel, *Hands and History* Mural and vintage Shell gas station.

Music, Art, Theatre- Connects *Nirvana* and *Aberdeen* mural, D&R Theatre, urban art and sculptures.

Ships & Sails- Integrating the historic waterway vessels, including tugboats, tribal canoes and tall ships through water/dock access, annual events/tours and landmark sculptures.

Fisheries & Canneries- New developments integrate the canneries and warehouses of the past as establishments such as restaurants, hotels and open markets.

Railways & Fishing- QR code landmarks and sculptures offer a historic story along the waterfront parks and trails.

Warehouse, Foundries and Masonry- Public tours and demonstrations of the existing businesses along with redevelopment of old historic buildings into public spaces such as open markets, museums and restaurants.

Bordellos and Bootlegging- Showcases famous stories, buildings and people during the early 1900's.

Appendix 3E

Downtown Greenway (Urban Trail) Loop

Below is a vision sampler for the development of a multi-use pathway along designated sidewalks within the downtown district. The 1.25 mile greenway loop and waterfront trail can be highlighted with creatively themed crosswalks, pocket parks, and QR code landmarks that add interest and attraction to the area.

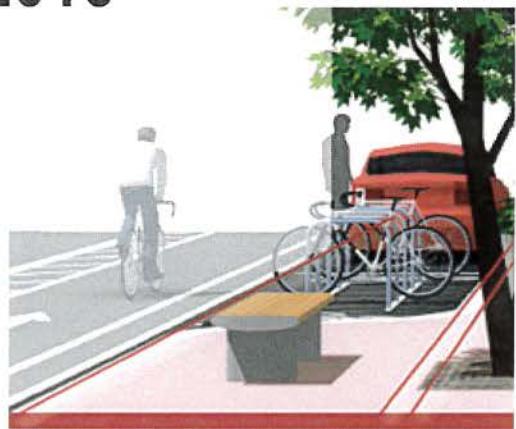


Appendix 3F

Sample Downtown Business Input Flyer

Adapted from City of Somerville, Massachusetts Bike Corrals, 2012 Brochure

Bike Corrals 2016



WSU Bicycle & Pedestrian Plan by Alta Planning + Design

Bike corrals improve the downtown district by-

- Providing safe and secure accommodations for bikes within a compact space
- Maintains space on the sidewalk for pedestrians, outdoor seating and events
- Provides intentional and attractive bicycle parking for customers and employees
- Encourages active living and transportation

From the City of Aberdeen's *draft* Active Living and Transportation Master Plan

Vision- To increase active transportation and recreational opportunities throughout the city where all ages of people and ability feel safe and encouraged because routes are supported, accessible, connected and are an easy choice for one's daily life.

What if a corral came to a block near you?

What is a bike corral?

A bike rack that is positioned on the street within the automobile parking area.

Where might the corrals be located?

At designated spots behind corner sidewalk bulb-outs. Locations will be determined based on proximity to key destinations and local business opinions.

Next Steps

The Aberdeen Parking and Business District Improvement Committee will collect opinions and make recommendations to the city for corral style and location within the downtown area.

Potential Locations

#1



Broadway & Alley

#2



Wishkah & Broadway

#3



Wishkah & I Street

#4



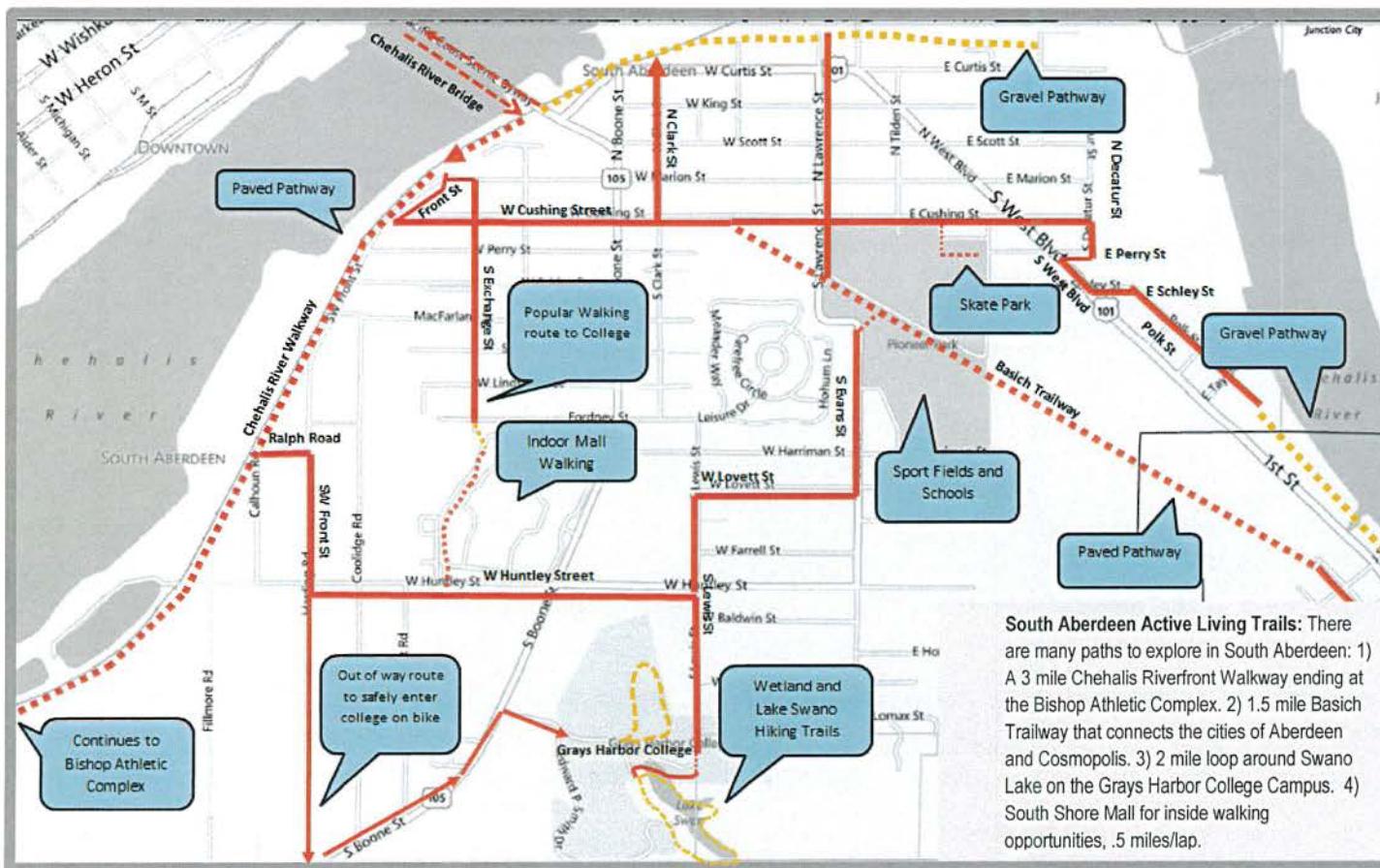
Heron and G Street

Support Documents 3G

South Aberdeen: Existing Conditions and Areas of Use

In 2014, a public input booth was set up at the Grays Harbor College Wellness Fair to ask students, staff and visitors how walkable, bikeable and transit friendly the route to college was and if they had suggestions for improvement. The participants were pleased with the transit bus stop on campus grounds, but felt access to campus by bike or foot could be improved. The below summary map includes common bicycle and walking routes to the college. Comments included the desire to have a more direct route to the college with safe crossings over, Chehalis River Bridge, on Hwy 105 and into the main entrance of campus. Additional comments included:

- Bike lanes on Hwy 105
- Chehalis River Walkway enhancements to increase a sense of safety and use.
- Direct routes for pedestrians and bicyclists



Transportation Improvement Plans (TIP)

- ADA sidewalk ramps
- Pedestrian sidewalk improvements

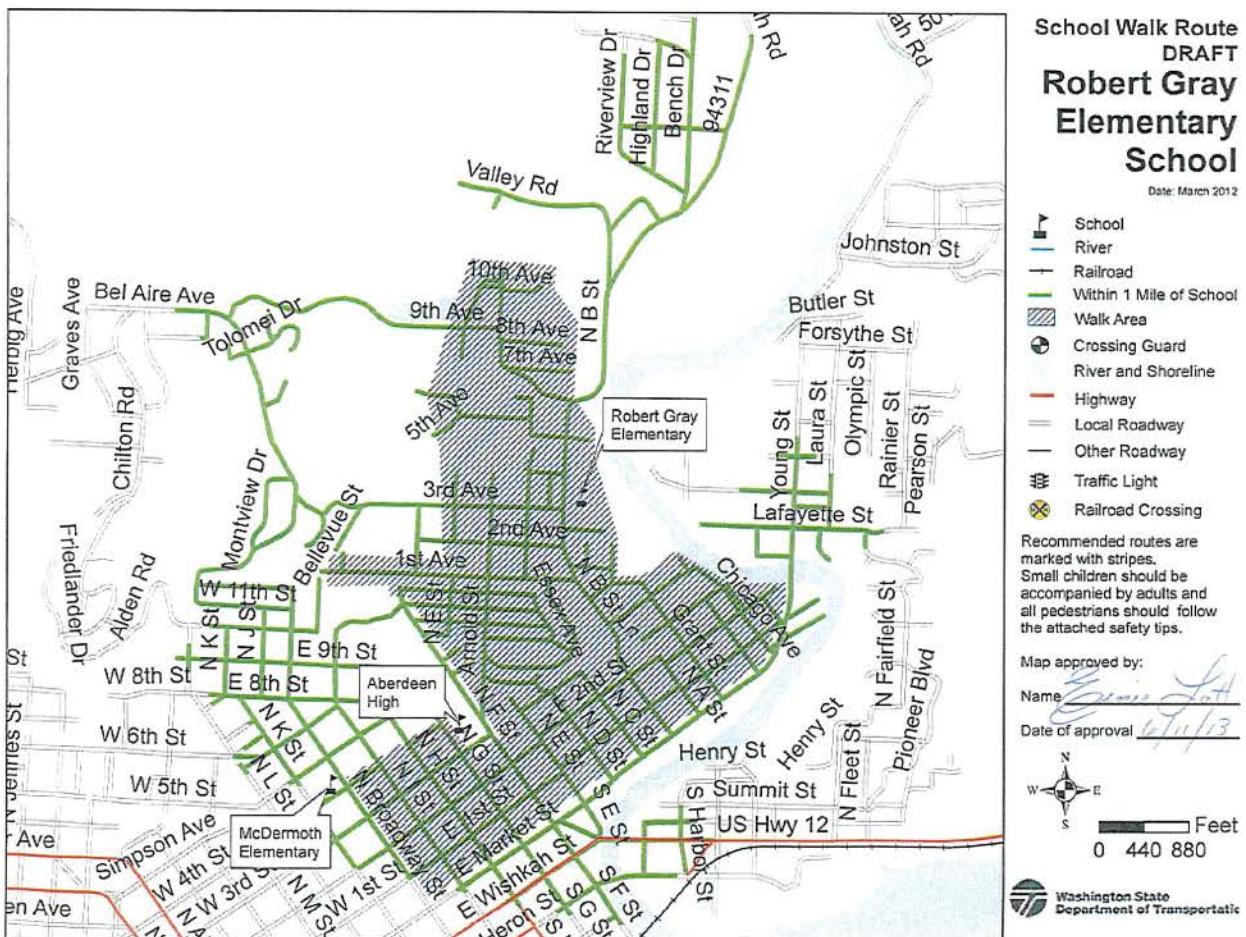
Improvement Needs

- Safe crossing at base of Chehalis River bridge to connect trails and sidewalks
- Safe biking lanes and pathway access to elementary school along E. Cushing Street
- Safe biking and walking route to enter Grays Harbor Community College
- Historic Seaport Trail Connection
- Signage & pavement markings

Appendix 3H

Aberdeen Elementary Schools, 2012

Safe Walking Routes developed in compliance with WAC 392-151-025 Route Plans, which states safe route plans shall be developed for each elementary school that has students who walk to and from school.



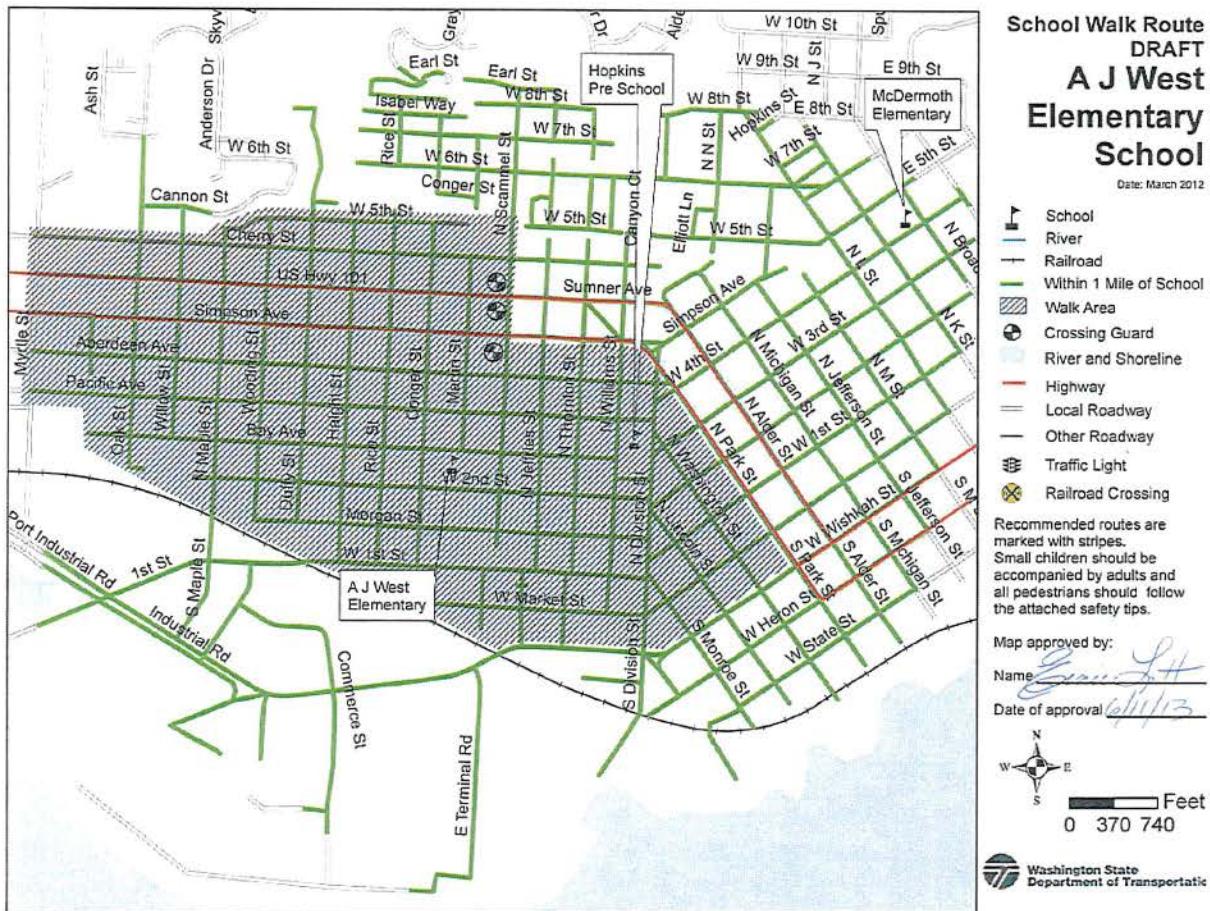
Potential Projects

Education/Encouragement programs

- Pedestrian safety education classes
- Bicycle helmet safety and awareness education
- Safe driving campaign
- Walk and bike to school events
- Physical Education bicycle clinics (skill development)

Infrastructure

- Shelter (cover) for current bicycle rack
- Multi-use pathway connecting school, park and neighborhoods
- Flashing beacon crosswalk at 1st and B Street



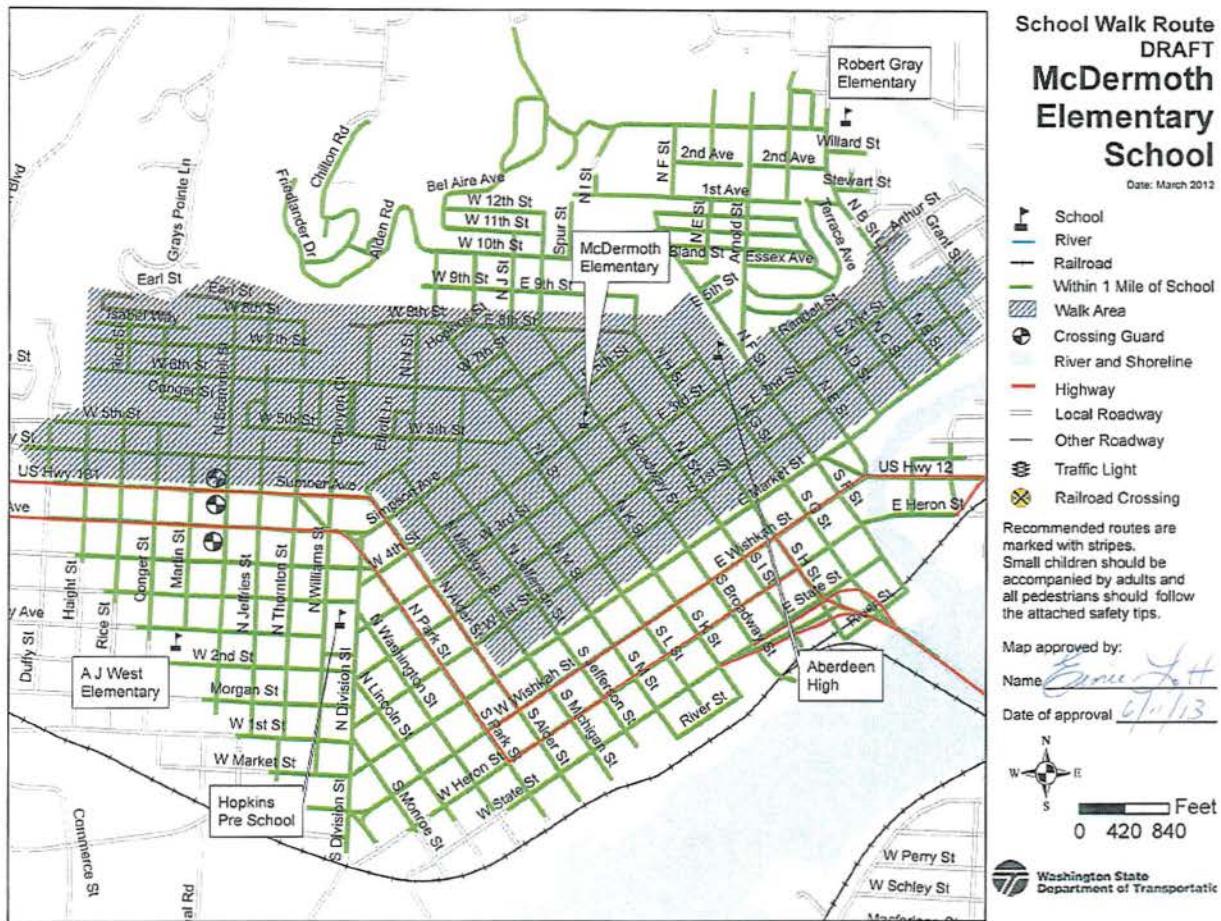
Potential Projects

Education/Encouragement programs

- Pedestrian safety education classes
- Bicycle helmet safety and awareness education
- Safe driving campaign
- Walk and bike to school events
- Physical Education bicycle clinics (skill development)

Infrastructure

- Sheltered best practice bicycle racks
- ADA accessible crosswalks and sidewalks
- Complete Street design in front of school building (Bay Avenue) for vehicles, bicycles and pedestrians



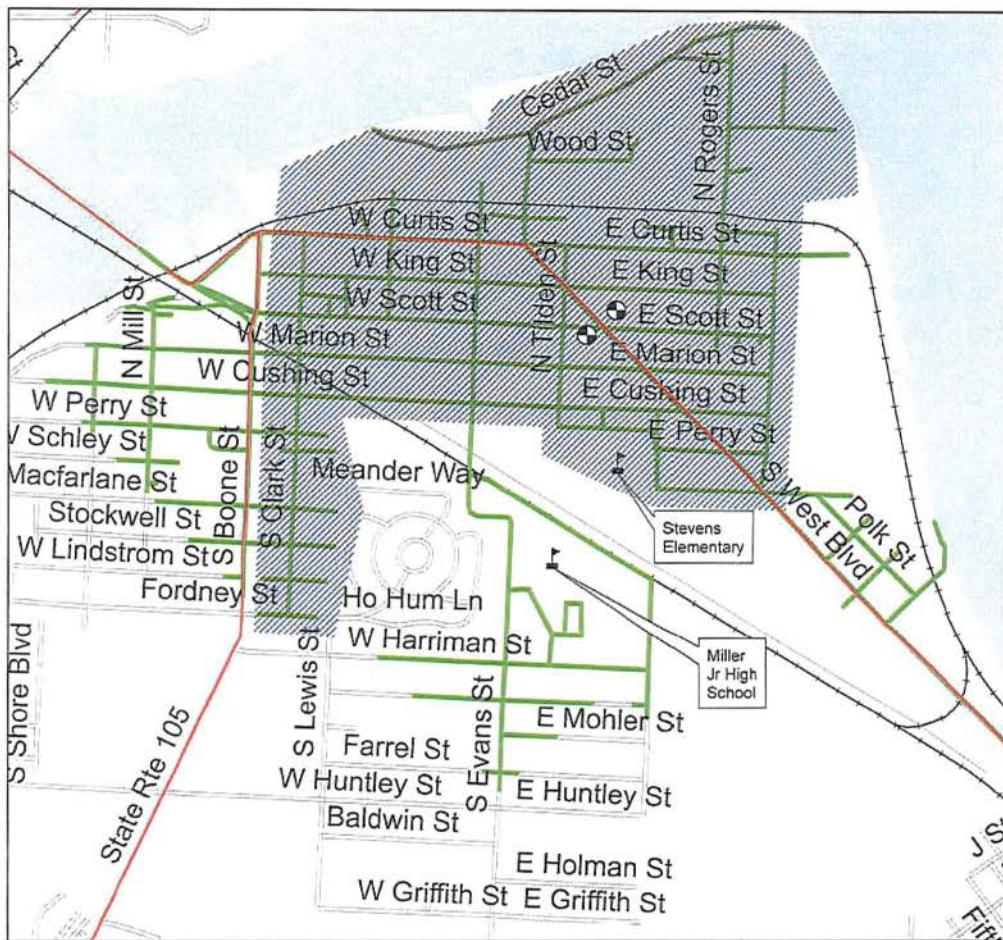
Potential Projects

Education/Encouragement programs

- Pedestrian safety education classes
- Bicycle helmet safety and awareness education
- Safe driving campaign
- Walk and bike to school events
- Physical Education bicycle clinics (skill development)

Infrastructure

- Sheltered best practice bicycle racks
- Complete Street design along school perimeter for high congestion of vehicle parking and transport before and after school



**School Walk Route
DRAFT
Stevens
Elementary
School**

Date: March 2012

- School
- River
- Railroad
- Within 1 Mile of School
- Walk Area
- Crossing Guard
- River and Shoreline
- Highway
- Local Roadway
- Other Roadway
- Traffic Light
- Railroad Crossing

Recommended routes are marked with stripes.
Small children should be accompanied by adults and all pedestrians should follow the attached safety tips.

Map approved by:

Name *Erica L.*

Date of approval *6/1/13*

 N
 W E S
 Feet
 0 370 740

 Washington State
Department of Transportation

Potential Projects

Education/Encouragement programs

- Pedestrian safety education classes
- Bicycle helmet safety and awareness education
- Safe driving campaign
- Walk and bike to school events
- Physical Education bicycle clinics (skill development)

Infrastructure

- Accessible and sheltered best practice bicycle racks
- Complete Street design along Cushing Street and front of school building for vehicles, bicycles and pedestrians
- Multi-use pathway with direct access from school to park and Basich Trailway

Appendix 3I

East Aberdeen Safe Crossing Concept Maps

Conceptual planning images by ARM in partnership with local businesses

Designed and created by Jarred Figlar-Barnes, Freelance 3D Modeler & ARM Volunteer

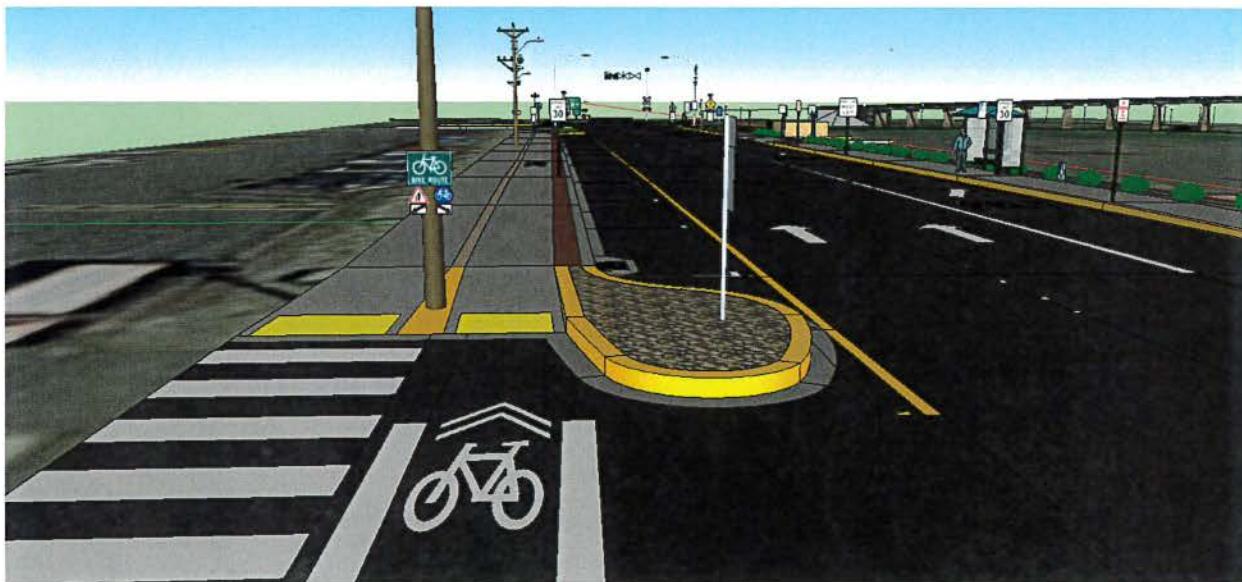
Heron Street Design Slides

1. Existing off Heron Street Bridge

- Pavement markings to delineate multiple modes – pedestrian, bicyclists and motorists
- 5 feet sidewalk on Heron Street Bridge, merge into 12 foot shared-use sidewalk



2. Shared-Use Pathway



3. Shared-Use Pathway

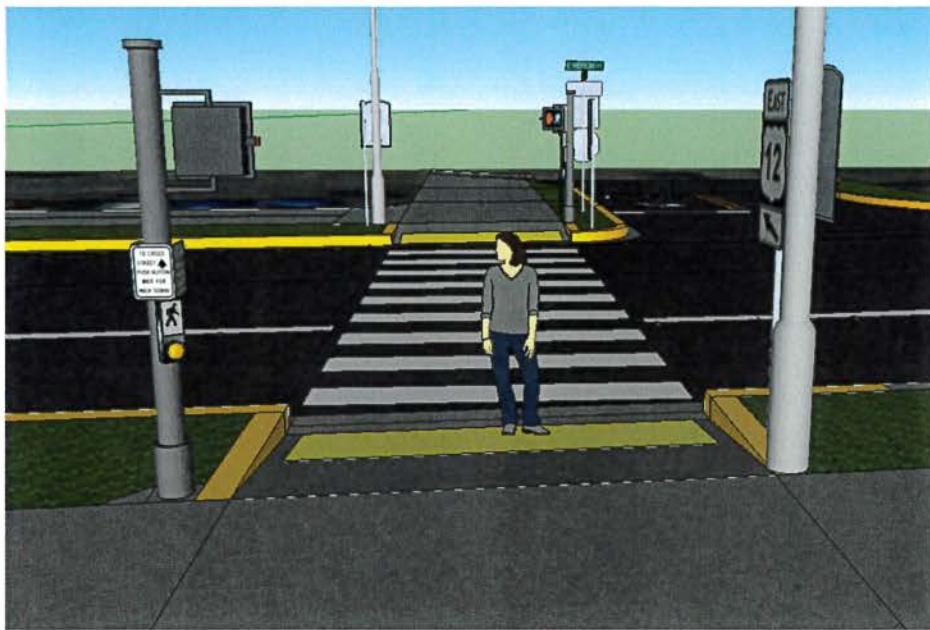
- Addition of green elements and delineation between pedestrian and cyclist



4. Non-Signalized Crosswalk

- Flashing Beacon Light Crossing in line with existing sidewalks
- Bulb-out and bulb-in to increase site distance and sense of safety
- Include stop line for motorists when lights are flashing – 20 feet back from crosswalk
- Include lighting at the crosswalk to increase safety
- Parking on left side of roadway – 8ft by 20ft, 11 spaces





- Crosswalk for both pedestrians and bicyclists
- 12 foot crosswalk and connection to 12 foot shared-use pathway
- Connection for existing and entering Morrison Riverfront Walkway
- Connection for County Bike route – To Hwy 12 via Morrison Waterfront Park trail and into town via Wishkah Bridge



5. Wishkah and Harbor Street

Concept visual of intersection on Wishkah and Harbor Street with signalized crosswalks



Chapter 4



Kurt Cobain Memorial Park

Policy Framework

Overview

Comprehensive Land Use Plan

Complete Streets Policy

Capital Facilities & Plan

Additional Policies & Plans

Laws & Ordinances

The first river you paddle runs through the rest of your life. It bubbles up in pools and eddies to remind you who you are. – Lynn Noel

Overview

The State of Washington and participating local governments are part of the Growth Management Act (GMA) that creates a method for comprehensive land use planning that prevents unplanned and uncoordinated growth that could cause negative impact to the environment, health, safety, economic development and livability of residents. GMA requires the identification and protection of critical areas and resource lands, designation of urban growth areas and preparation of comprehensive plans that are implemented through capital investments and other regulations, <http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Pages/LawsRules.aspx>.

Local governments that are part of the full GMA have created and or updated Comprehensive Plans that help protect the environment, quality of life and economic development. The Comprehensive Plans are consistent with overall visions and planning policies within that local government. A Capital Facilities Plan then implements the land use plan which is also required by jurisdictions fully under the GMA. The Capital Facilities Plan ensures planning ahead occurs, including: 1) Determination of needs, 2) Project Prioritization, 3) Coordination of projects; and 3) Apply successfully for funding opportunities.

Grays Harbor County and local municipalities do not fully plan under the GMA, excluding all requirements except shorelines and critical areas. By not requiring updated Comprehensive Land Use Plans or Capital Facilities Plans to be in place it becomes difficult to not only coordinate but apply successfully for grant and loan opportunities. A vital step to becoming grant competitive with fully participating GMA jurisdictions is for the City of Aberdeen to: 1) Initially adopt this Active Living and Transportation Plan as a stand-alone plan and the recommended Complete Streets Policy; and 3) Work towards updating the active living and transportation language/elements within the 2001 Comprehensive Land Use Plan and 4) Work towards developing a Capital Facilities Plan that includes active living and transportation elements.

Best Practice Framework

Healthy Communities

Principals that are recommended to be included within all related plans and policies

Principal 1

Bicycle and Pedestrian Accessibility

To provide for safe movement of pedestrians, bicyclists, transit users and people with disabilities and developing facilities that include sidewalks, pavement markings, multi-use trail ways and bicycle parking.

Principal 3

Parks and Open Space

Open space provides active, mental, social and environmental benefits for a community.

Principal 5

Convenient Access to Healthy Food

This emphasizes locations that are equitably accessible through all transportation modes.

Principal 2

Complete Streets Principles

Safe and complete streets are for all people and modes. They are designed, operated and maintained to enable safety, convenience and accessibility for pedestrians, bicyclists, transit-users, mobility scooters/wheelchairs, freight drivers, motorists and riders of all ages and abilities moving along and across a safe and complete street.

Principal 4

Compact and Mixed-Use Development

A design that provides opportunities for more active transportation to destinations that is in close proximity to one's home.

Source-Healthy Communities: The Comprehensive Plan Assessment Tool from Delaware Health and Social Services

Comprehensive Land Use Plan

Active living and transportation elements can be addressed within a variety of policies and plans. The City of Aberdeen's 2001 Comprehensive Land Use Plan currently addresses walking, bicycling and public access within and throughout the city center. It is recommended for the City of Aberdeen to identify needed revisions and or additions within the existing plan and include:

- *Healthy Communities, Green Elements, Complete Streets and Safe-Routes-to-School* language and concept integration
- Flexible design guidelines and criteria related to *WSDOT Design Manual, November 2015*.
- Consistency in Active Living and Transportation Plan and Complete Streets Policy
- Incorporate a Capital Facilities Plan (CFP) for all facilities and utilities

Within the comprehensive plan, it is stated that Aberdeen establishes a vision for land use and transportation that strives to preserve the historic character of the past while creating a prosperous economic and environmental foundation for the future. The function of the plan is said to:

- Promote the general health, safety and welfare of the community.
- Encourage coordination and partnership for the development and revitalization of Aberdeen.
- Identify, communicate and comply with goals and policies on growth, development and sustainability.

Pedestrian, bicycle and transit-use is currently supported within the transportation element of the plan. It is recommended for the city to review the current goals and policies within the Comprehensive Land Use Plan and update with the above principals to meet best practice that fits local community needs.

Policy Analysis and Revision Consideration Chapter 5-Transportation Element

The policy analysis text is from the *City of Aberdeen's 2001 Comprehensive Land Use Plan*, related to non-motorized development to serve as a starting point and review template for determining needed changes and or additions to the Comprehensive Plan. Below are revisions and additions to consider during the update process.

<u>Reference</u>	<u>Existing Text (Revision/Additions to consider highlighted in italic)</u>
1. Introduction	Conflict between major transportation routes and nearby land uses can lead to air pollution, traffic congestion, and hazardous conditions for all modes of transportation, including motorists, bicyclists and pedestrians. The planning and coordination roadway and transit systems, to respond to existing and expected growth, are essential to make the best use of public funds. The Transportation Element identifies development and funding priorities for the transportation network, including roads, sidewalks, pedestrian and bicycle infrastructure, trails and public transit.
2. Goals	<i>The City of Aberdeen shall provide a multi-modal transportation network that supports the planned land use goals and classifications in order to develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.</i>

- T-001 Establish and maintain a safe, functional and efficient multi-modal transportation network in cooperation with other public and private transportation organizations.

- T-003- Maintain and improve the transportation and circulation system.
- T-008- Collaborate with the private sector to provide a safe and pleasant **active transportation** pedestrian system **which encourages** and promotes both functional and recreational **walking and biking**.
- T-009- Encourage bicycle use for recreation and transportation.

3. Transportation Plan Map

T-020- The City should prepare a **motorized and non-motorized** transportation system plan map which identifies the function of the streets within the City of Aberdeen and indicates the general location of future development potential which will require an expansion of the circulation system. **The City will identify long-term deficiencies for the inclusion in the Transportation Improvement Program (TIP) to plan improvements for the City's street, trail, pedestrian and bicycle systems. Coordinate with the Active Living and Transportation Committee to designate and implement the urban area bikeway, greenway and trail (non-motorized) network map and plan.**

4. General Transportation System Policies

Effective utilization and management of the platted right-of-ways within the City will ensure the installation of essential pedestrian, **bicycle**, vehicular, drainage, and utility facilities that benefit **complete streets design principals** (all modes and people of all ages and abilities) all citizens. The transportation and circulation policies outline and describe directions for municipal decision making which implement the transportation goals. They also establish a framework for functional plans for the state highway and street system, public transit, and major bicycle and pedestrian facilities. Functional plans should include a **Capital Facilities Plan** and define required service levels and facility improvement standards.

- T-031 First priority should be given to **multimodal** transportation system improvements which maintain or improve **safety**, access, **connectivity, and** service levels, **and safety** within already developed areas.
- T-032 Second priority should be given to **multi-modal** transportation system improvements that facilitate increased economic activity, **livability** and employment.
- T-033 The City should support **multi-modal** highway access to both the City and the Washington coastal areas that are improved in a manner consistent with **(add update)** concepts noted for Planning Area Two in the Washington State Department of Transportation's Washington Coastal Corridor Master Plan.
- T-035 New streets will use **complete street design principals** should be constructed to serve those portions of the City as they develop. The location and alignment of future streets should be determined **(add update)** during the platting and development review process.
- T-038 Right-of-way requirements for arterial and collector streets should be the minimum necessary to accommodate the roadway at full development, on-street parking, sidewalks, utilities, any planned amenities, and any planned buffers or noise suppression measures. **Implement public street standards that support the multi-use nature of the street right-of-way for transit, truck, automobile, pedestrian and bicycles. (Include Complete Street Policy)**
- T-042 When local and neighborhood circulation patterns are established, the possible future need to re designate local access streets as collectors or arterials should be evaluated and additional right-of-way acquired where needed. **Require new developments to provide adequate pedestrian and bicycle access to adjacent streets and/or trails. Encourage new developments to support multiple modes of transportation such as public transit, pedestrians and bicyclists.**
- T-044 Whenever possible, new arterial corridors should be planned so that they do not border either existing or future school sites. Existing streets contiguous to school sites should not be designated as arterials. **Encourage all schools to do an analysis of pedestrian and bicycle accessibility and connectivity needs and utilize the principles of Safe Routes to School in designing and operating streets in the vicinity of schools. Work with local schools to identify bicycle and pedestrian routes that are most critical for Safe Routes to School Improvements.**

- T-047 Outside of downtown Aberdeen, all buildings should be constructed to conform to the building setback area requirements of the various zoning districts to ensure that widening can be efficiently accomplished and to provide a pleasing streetscape. (*addition of Complete Streets and Green Element language*)
- T-049 **LED** Street lighting should be provided at all street intersections, cul-de-sacs, **trail way entrances, crosswalks, parking lots, bridge sidewalks** and/ as required by the City for safety and **sense of safety**.
- T-050 Right-of-way requirements for local access streets should be the minimum necessary to accommodate the roadway, on-street parking, sidewalks, and utilities. (*Replace or revise with Complete Street Policy*)

T-051 The City should inventory land and **multi-modal** transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future **Capital Facilities** planning and funding. (*include non-motorized data collection process before and after transportation improvement projects*)

T-052 The City should establish level-of-service standards for all arterials and transit routes to serve as an indicator of system performance, with these standards regionally coordinated. The City should establish specific actions to address facilities or services that are operating below the established level-of-service standard. **Continue to work closely with Transit Authority to improve area transit service, access and facilities.**

6. Residential Transportation System Policies

The provision of appropriate **motorized and non-motorized** pedestrian and vehicular facilities, designed to meet the developed density of residential areas within the City, is an essential function of municipal government. The design and condition of private streets, **alleyways** and driveways frequently are overlooked during the traditional planning process, despite the fact they represent potentially dangerous site access issues and costly remedies which far outweigh their importance in the total overall transportation system.

- T-060f. Safe, **connected** and convenient **multi-modal** access should be provided to nearby schools and parks.
- T-061 Street width **and design** in residential neighborhoods should be related to street function and the level-of-service so that the following objectives will be met:
- T-061a. To provide **convenient and safe connections** a-safe-environment for children, bicyclists, and pedestrians. (*Addition of Complete Street and Safe Routes to School language, such as traffic calming elements and greenways*)
- T-063 Development approval processes, including rezones, subdivisions, and State Environmental Policy Act reviews, should be used to obtain additional rights-of-way and the construction of streets, sidewalks and bike improvements where required by the policies of this plan. (*additions or reference to new development and zoning ordinances*)

10. Port and Moorage Facility Policies

- T-094 Small watercraft moorage, docks, boat yards, and facilitates and businesses that support both commercial and recreational small **motorized and non-motorized** craft activities should be encouraged at appropriate locations along the Chehalis River, and the Wishkah River's, and Grays Harbor. **The city should develop and maintain sight-seeing and non-motorized boat launch peers at key sites along the Chehalis and Wishkah River's.**

11. Railroad Transportation System Policies

- T-100 Automobile and pedestrian **Motorized and non-motorized** railroad crossings should be limited to maintain rail safety and efficiency. Rail crossings which are not necessary for **multi-modal** automobile or pedestrian circulation should be closed. Rail crossings should be signalized and improved to facilitate pedestrian, **bicycle** and vehicle safety.
- T-101 The railroad should be encouraged to maintain, upgrade and extend rail service within Aberdeen and Grays Harbor County. Alternatives to any proposed rail abandonment for spurs which serve existing industries or planned industrial areas should be thoroughly

explored **for development, such as multi-use trail and pathway connections.**(Rails to Trails opportunities)

12. Pedestrian Transportation System Policies

The City of Aberdeen was incorporated in 1888. Development is at a high density consistent with that typically found in urban areas. Pedestrian facilities should be designed and constructed to meet both the recreational and transportation needs **for all modes and people of all ages and abilities** needs of a diverse public. **Transportation facilities should be planned and developed for all users and all modes of transportation including pedestrians, bicyclists and transit users.**

- T-110 The City of Aberdeen should **shall** encourage the development of a pedestrian facility system which provides safe **connectivity** and convenient **multi-use** access to all areas of the community **City**, and a variety of employment, shopping, and recreational opportunities. **Recognize safe pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.**
- T-111 **Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.** Sidewalks should be maintained in a safe, passable (**ADA compliant**) condition. The City should continue to maintain those pedestrian facilities of general benefit, with priority given to those areas of greatest pedestrian use **and/or safety concerns** (Refer to the Active Living and Transportation Master Plan). **The type of pedestrian facilities on one or both sides of the non-arterial streets should be flexible to allow for consideration of the physical constraints, economic feasibility, and neighborhood context specific to a particular location, while ensuring that a minimum 'walkable zone' and safety standards are met.**
- T-112 The City should complete construction, preserve, sustain and expand both the East Aberdeen Waterfront Walkway and the South Aberdeen – Chehalis River Walkway and the **Cosmopolis Trailway**, and pursue funding to plan, design and construct additional pedestrian transportation facilities **increase safety, connectedness, functionality and aesthetics. Include multi-use trailway considerations on new construction and right-of-ways, such as levees and stream restoration projects.**
- T-113 In constructing and repairing sidewalks in residential areas, priority should be given to providing safe access to schools and parks. **Focus safety and pedestrian improvements on routes that provide access to local destinations such as schools, parks and transit facilities** (Refer to Active Living and Transportation Master Plan).
- T-114 Sidewalks, **landscape design for flood prevention and aesthetics and multi-use pathways** should be **considered and** constructed **when feasible** along property frontages as part of the land development process. **Require new developments to provide adequate pedestrian access to adjacent streets and/or trails.**
- T-115 **Complete Street principles and flexible design criteria will be** Pedestrian facilities should be considered used during the design phase for street construction or reconstruction projects.
- T-116 Sidewalks should be constructed, whenever possible, at an elevation equal to or greater than any adjacent area subject to high-frequency localized flooding or impoundment. **Green design elements for flood prevention will be considered during the design phase for sidewalk and shoulder construction or reconstruction projects.**
- T-117 **ADA accessible** Wheelchair ramps and **elevation grade standards** will be **should be** incorporated into sidewalk and walkway design, with wheelchair accessibility included in trail system design and construction.
- T-118 The City should construct pedestrian facilities along state routes for those roadway sections notes in the Planning Area Two section of the Washington Coastal Corridor Master Plan. **Where appropriate (Revise with current plans and details)**
- T-119 The City and Aberdeen School District No. 5 are encouraged to provide pedestrian

facilities along all state routes and within right-of ways that serve as connectors between school sites and the State. (Refer to proposed active transportation maps)

13. Bicycle Transportation System Policies

The main arterials within the City also serve as a major component of the state route transportation system, with average daily traffic counts in excess of 15,000 vehicles along certain sections of the system. It is essential that both local residents and tourists be afforded the opportunity to utilize a safe and well-designed bicycle **network and** facilities.

- T-120 The City should prepare ~~designate~~ and **maintain** a bicycle **network map** route-plan map, which should display **current and projected bike infrastructure and facilities** for the bicycle route system for the City of Aberdeen. The map should include both bicycle corridors designated by the Washington State Department of Transportation for intercity transportation as **well as** and locally designated routes to facilitate bicycle **mobility** use within Aberdeen. (WSDOT no longer designates bicycle corridors but instead recognizes all state routes open to bicycle and pedestrian travel unless otherwise signed, therefore accommodate accordingly as project improvements are programmed or obligated.) **Develop a network of bicycle facilities providing safe travel within the City and for connections to regional facilities. The bicycle network should provide access to regional destinations as well as to local major employment, school, business, recreational and tourist destinations.**
- T-121 The existing routes, **safety considerations and key destinations** shown on the bicycle network route plan map should be signed ~~with universal wayfinding signage~~, as funding becomes available, **to: 1) Identify the indicate their designation as bicycle routes, 2) Provide navigational directions; and 3) Provide safety, etiquette and cautionary information.**
- T-122 Improvements to streets, **multi-use trails and sidewalks shall** should remove any include the removal of any **known** hazards to bicycle whenever possible. **The design and type of bicycle facilities and infrastructure shall be based on flexible design criteria and the most current local and National Design Standards and Guidelines.**
- T-123 When repairs or improvements are planned for streets designated as bicycle corridors or bicycle **connections** courses, consideration should be given to the impact of the proposed improvements on bicycle use. **Complete Street principals and flexible design criteria will be used during street repairs and improvements.** The construction of bicycle safety measures should be considered depending on the availability of funding.
- T-124 The bicycle-paths network shown on the plan map **should be constructed as prioritized in the Active Living and Transportation Master Plan.** based jointly on the availability of City funds and as part of private sector development on adjacent property.
- T-125 **The development of the non-motorized network and support programs** Ordinances regulating bicycle use in the City of Aberdeen should be **annually** periodically reviewed **and summarized by the Active Living and Transportation Committee** to ensure implementation progress they do not unreasonably hinder bicycle use.
- T-126 The City is encouraged to provide **bicycle** pedestrian facilities along **designated** all state routes, **city streets** and within right-of-ways that serve as connectors between school sites and the state routes.
- T-127 The City should construct bicycle transportation **infrastructure and** facilities **based on current local and flexible design criteria, best practice and data** along state routes for these areas identified as deficient in the Planning Area Two section of the Washington Coastal Corridor Master Plan. (The coastal corridor plan (1997) is very broad in context, consider as a reference or a document to be endorsed, rather than a specific document.)

14. Public Transportation System Policies

Public transit service within Aberdeen is required to meet the diverse needs of a high-density urban population while continuing to provide an effective level-of service to and from rural areas.

- T-130 The City of Aberdeen should consult with the Grays Harbor Transportation Authority to coordinate land use, transportation and public facility policies which impact both jurisdictions. **The city should coordinate with transit service providers to expand mobility for all residents through integration of pedestrian and bicycle facilities and transit networks.**
- T-131 The high level of transit service provided to the City of Aberdeen and Grays Harbor County should be maintained and **enhanced** to the extent possible **with future multimodal funding opportunities** given funding constraints.
- T-132 The Grays Harbor Transportation Authority should be encouraged to continue to provide convenient access to employment, commerce, housing, recreation and reliable connections to **alternative** other transportation modes. **Improve pedestrian and bicycle links to transit stops and urban area activity centers and remove barriers to transportation by supporting and developing safe ADA connections and access to transit.**
- T-133 Downtown Aberdeen should continue as the Transit systems' major transfer point. The City should encourage the Authority to **endorse current local and National Design Standards and Guidelines** and continue to develop solutions to **increase pedestrian and bicycle access**, reduce traffic and bus conflicts, improve east west system transfers, lessen street damage, lessen noise impacts, and reduce passenger-business conflicts.
- T-134 The City should encourage the Transit Authority to continue the program for **installation, maintenance, enhancements and** repairs installation of benches and shelters at high use bus stops locations.
- T-135 The City should **encourage the use of citizens to ride transit in partnership with the Transit Authority** to continue to provide transportation facilities and services which will **help to reduce traffic and air congestion**, minimize air, water, and noise pollution, **transit and other multi-modal transportation modes to accommodate a larger proportion of existing and future trips in and adjacent to the City of Aberdeen.**
- T-137 The City should encourage the Transit Authority to continue to provide accessible, **equitable** and convenient transportation facilities and services for **people of all ages and abilities including the** elderly and disabled citizens.
- T-138 Bus stop shelters outside the transit center should be provided—should be provided at route transfer points and at other bus **stops for the convenience and safety of citizens** as resources allow. Shelters should be included in the **Complete Streets** design of business' and industrial developments located along transit routes.
- T-139 Bus pullouts, **crosswalks, ADA accessible sidewalks and bicycle** infrastructure should be incorporated into road design, as existing streets are reconstructed and new streets built, to improve traffic operation and safety.
- T-140 The City and the Transit Authority should consider the preparation of a coordinated interagency multi-year **Capital Facilities** financing plan based on the needs identified in the City's Six Year Street Plan and Transit's public transportation system program. **Coordinate with transit to expand mobility for all citizens through integration and coordination of pedestrian and bicycle facilities and transit networks.**

Adapted and samples from 1) City of SeaTac- Draft Safe and Complete Streets Plan, 2) Longview, WA, Comprehensive Plan, Chapter 8, Transportation Element, 3) National Center for Safe Routes to School, Integrating Safe Walking and Bicycling to School into Comprehensive Planning, 4) Portland, Oregon Transportation Element of the Comprehensive Plan.

Complete Streets Policy

A Complete Streets policy sets in place all future transportation improvements to include the provision or consideration of non-motorized elements within the overall plan and design. A recommendation is for the City of Aberdeen to craft and adopt a local ordinance in order to provide equitable, safe and healthy mobility options for the community as well as be eligible for Complete Street grants from the state and federal government.

The local Complete Street policy guidelines are intended to establish active transportation improvements and multimodal planning as an integral part of the city wide transportation system. As part of the policy, data should be collected and analyzed over time to gauge the impact of active transportation improvements. In addition, the endorsement of current and best practice design standards and guidelines are recommended to be included within the policy to signal a commitment by the City to integrate a multimodal and flexible approach to transportation planning and design throughout the City.

"Safe and complete streets are for all people and modes. They are designed, operated and maintained to enable safety, convenience and accessibility for pedestrians, bicyclists, transit-users, mobility scooters/wheelchairs, freight drivers, motorists and riders of all ages and abilities moving along and across a safe and complete street." - Smart Growth America

Washington State HB 1071 & RCW 47.04.320 encourages local governments to adopt a Complete Streets Ordinance that plans for the needs of all users and is consistent with current design guides and standards. According to the National Complete Streets Coalition, an ideal complete streets policy includes:

- A vision
- Specifies 'all-users'
- Applies to both new and retrofit projects
- Makes any exceptions specific
- Encourages street connectivity
- Is adoptable by all agencies for all roads
- The policy complements the context of the community
- Establishes performance standards
- Includes specific implementation steps.

Complete Streets Ordinance & Policy Recommendation

This Complete Streets Policy draft was adapted from [City of Ocean Shores](#) and [Ridgefield Washington](#). Additions were made to include all elements recommended for an ideal Complete Streets Policy.

Element 1: Rationale/ Need (Specify All-Users)

This ordinance and policy will be used when creating future transportation projects. This is an opportunity to improve public streets for transportation projects; that keep in mind pedestrians and bicyclists regardless of their age, skill level and/or ability.

Whereas, the term "Safe and Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, transit passengers and motor vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

Whereas, more than 110,000 pedestrians and bicyclists are injured each year on the roads in the United States (Children and older adults at the greatest risk and are disproportionately affected); and

Whereas, the occurrence and severity of pedestrian and bicyclist injuries could be readily decreased by implementing Safe and Complete Streets practices; and

Whereas, one-third of Americans do not drive, (The number of young non-drivers in the United States is rising steadily which disproportionately represents older adults, low-income people, people of color, people with disabilities, and children would greatly benefit from the equitable distribution of safe, non-motorized means of travel that will result from Complete Streets practice; and

Element 2: Vision and Commitment

Whereas, the City of Aberdeen shall create safe, convenient and enjoyable walking and biking connections for increased active living opportunities for the residents and promote tourism for visitors.

Whereas, the community of Aberdeen desires to improve safety for people walking and bicycling to their destinations and to encourage more walking and bicycling as a way to improve public health along with providing better access to employment and educational opportunities in all neighborhoods, regardless of income or ethnicity.

Whereas, the City of Aberdeen states that the walking and biking network should be complete streets, that serve automobile, transit, pedestrian and bicycle travel and include safe crossings, sidewalks, pavement markings and traffic calming elements.

Now therefore, the City Council of the City of Aberdeen, Washington does hereby ordain as follows:
The Aberdeen Municipal Code is hereby amended to include a new section that reads as follows:

Element 3: Applies to both New and Retrofit Projects / Specific Exceptions

1. The City of Aberdeen shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders and motor vehicles users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through the ongoing operations and maintenance, the City of Aberdeen, shall incorporate Safe and Complete Streets principals into City plans, rules, regulations and programs, as well as, identify cost effective opportunities to include such practices.

2. Exceptions- Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be accommodated when:

- a. A documented absence of current or future need exists;
- b. There exist corridors where non-motorized uses are prohibited by law;
- c. The cost is excessively disproportionate to the need or probable use;
- d. Routine maintenance of transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping or spot repair;
- e. In instances where a documented exception is granted by the Mayor and/or Public Works director.

Element 4- Street Connectivity and Network

3. Complete Streets Infrastructure

Where it is feasible, the city shall incorporate "Safe and Complete Streets Infrastructure" into existing, new and future streets to create a comprehensive, integrated, connected transportation network for Aberdeen that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation option. "Safe and Complete Streets Infrastructure" means design features that contribute to the safe, convenient and comfortable travel experience for users, including but not limited to features such as: *sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; street lighting; bicycle parking facilities; public transportation stops and facilities; traffic calming devices such as traffic bumps and surface treatments such as paving blocks, textured asphalt, and concrete; and narrow vehicle lanes.*

Element 5: All Agencies and All Roads

4. Goals to Foster Partnerships

It is a goal of the City of Aberdeen to foster partnerships with government, schools, agencies and community groups, such as Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Grays Harbor County, Aberdeen School District and Grays Harbor College for support, implementation, sustainability and funding of the Safe and Complete Streets Ordinance.

Element 6: Design Guidance and Flexibility

5. Best Practice Criteria

The Mayor and/or Director of Public Works shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of the American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), National Association of City Transportation Officials (NACTO) and the WSDOT Design Manual while reflecting the context and character of the surrounding built and natural environments and enhance the appearance as such.

Element 7: Performance Measurement

6. Performance Standards shall be put in place with measurable benchmarks to continuously evaluate the Complete Streets ordinance for success and opportunities for improvement. The measurement of success of this complete street policy may use the following performance measures:

- Mileage of new bicycle infrastructure
- Linear feet of new pedestrian or multi-use infrastructure
- Number of new ADA curb ramps installed
- Commute mode percentage
- Number of injuries and fatalities by mode of transportation
- Number of transit stops with accessible sidewalks, safe crossings and ramps Type and number of pedestrian/bicycle improvements completed
- Number of new end-of-trip facilities installed
- Bicycle and pedestrian counts at key locations
- Number of youth walking or biking to school
- Number of new greenscapes planted and installed along city streets
- Number of pedestrian/bicycle safety/education programs implemented or materials distributed

Element 8: Implementation

7. Implementation

The implementation of this policy shall reflect the context and character of the surrounding built and natural environments and flexible solutions should be developed to fit within the context(s) of the community. The policy shall be implemented in all areas of the city, with particular attention to high safety needs areas.

One year from the effective date of the policy, and annually thereafter, the lead agency or Active Living and Transportation Committee shall submit a report to the City Council on the progress made in implementing this policy that includes, at a minimum the following:

- All transportation projects planned or undertaken and their status, including a full list and map, with clear identification of which projects are located in high safety need areas.
- The progress made in achieving Action Plan items within the Active Living and Transportation Plan
- Review of projects for Transportation Improvement Plan (TIP) and Capital Facilities Plan
- Updates to street design criteria, procedures, land use plans and/or manuals
- Potential and acquired funding for projects that enhance the Complete Streets network
- Staff trainings and professional development
- Data collection summary for pedestrian/bicycle counts and injury/fatalities by mode of transportation

Capital Facilities Plan & Transportation Improvement Plan

A Capital Facilities Plan (CFP) is a management tool that helps create a framework for decision makers to determine community needs, prioritize projects, coordinate various related projects and be ready to apply for grants. A sample outline from *A Small City Capital Facilities Plan Case Study: Westport, WA, 2009* includes:

- Introduction – Rationale of why a CFP is needed
- Policies- How the plan will be used and managed
- Inventory
- Future Needs Forecast
- Levels of Service
- 6 Year Financing Plan
- Adoption, Updates and Use

Priorities to consider within the CFP plan includes: 1) Circulation plan that includes main motorist route, parking, walkway and bicycle plan, 2) Park projects that include multi-use trails and waterways, 3) Housing that includes pedestrian and bicycle linkages to key destinations, 4) Flood prevention and storm water runoff that includes green elements and integrated trail projects. A recommendation is for a designated Active Living and Transportation Committee to work with the Planning Commission to integrate pedestrian, bicycle, transit and paddling components into an overall Capital Facilities Plan.

The Transportation Improvement Plan (TIP) identifies and prioritizes a list of projects that provide for the development, operation and maintenance of an existing transportation system. It is recommended to include bicycle infrastructure within the pedestrian and shared-use trail improvement projects to broaden funding opportunities.

Additional Policies and Plans

Zoning and land use policies hold the potential for development, maintenance and improvement to occur by promoting directives that make healthy and sustainable communities, including active transportation a high priority. The quantity and design of bicycle parking spaces, access to bus stops and overall connectivity are access considerations oriented for pedestrians and bicyclists that can be supported through various policies and plans. Within the City of Aberdeen, the Active Living and Transportation Master Plan, Parks and Recreation Master Plan and Historic Preservation Master Plan shall be coordinated and referenced to ensure consistency and collaboration with common elements and visions.

Zoning Considerations

Subdivision regulations and special development ordinances should address the inclusion of bicycle and pedestrian infrastructure and connections. Addressing pedestrian and bicycle transportation, mobility, connectivity and infrastructure in the subdivision process and special development ordinances allows for the community to create interesting and complete walk-bike friendly connections.

Bicycle Parking Policy Requirements to Consider

- Provide approved bike racks to community businesses that request them and or provide a designated number of bicycle parking within the City limits of Aberdeen
- Require bicycle parking to be provided with most new developments. Additions to the municipal code may include minimum requirement for motor vehicle and bicycle parking as part of a balanced transportation system.
- Ensure bicycle parking spaces in the downtown parking district allow for short-term bicycle parking units in a location consistent with best practice in regards to visibility, convenience and security for bicyclists.
- The City of Aberdeen Public Works Department installs a determined number of bicycle parking within the public right-of-way in the downtown business district. Businesses within the City of Aberdeen may request additional racks to be installed on the sidewalk or parking area as long as it follows code requirements

- When sufficient funding allows, the City of Aberdeen Public Works Department may provide bicycle racks to private businesses, however the cost of installation and maintenance is the responsibility of the requesting business.

District & School Policies

Integrating language within the Comprehensive Plan and developing local policy at the City and District level can provide a foundational backing for kids, families, staff and community to become educated and encouraged to safely walk and bike to school as well as cultivate a supportive culture for active living. Components to support walking and biking by providing resources could include:

- Ensure there are plentiful amount of bicycle racks in high visibility and easily accessible areas
- Ensuring a morning and afternoon crossing guard at key intersections
- Undertake promotional activities such as participating in International Walk and Bike to School Day.
- Encourage 'no-idling' near school buildings or parking in ways that impede the ability for children to access the school by walking or biking
- Encourage 'Shared-Use' policies between the City and School District
- Provide information, including maps, about safe walking and biking to school for students and families.
- Ensure
- Educate parents and community about the importance of safe driving to ensure the safety of youth walking and bicycling to school

The Aberdeen School District No. 58 currently has a *School Wellness Policy, No. 568*, which provides a natural location for including Safe Routes to school Language. A support document developed by the Safe Routes to School National Partnership for the National Center for Safe Routes to School Safe Routes offers sample language that can be integrated within School Wellness Policies and Comprehensive Planning at http://www.saferoutesinfo.org/sites/default/files/news/SRTS_brief_IntegratingCompPlan-FINAL.pdf.

Laws and Ordinances

Bicycle Laws

Washington State Department of Transportation (WSDOT) and the City of Aberdeen has passed laws around bicycle and pedestrian use that can help frame the type of educational, encouragement and enforcement programs that are to be developed and disseminated. The City of Aberdeen shall review the current laws and ordinances to ensure required support between policy and programs.

- Washington State has a list of bicycle laws and pedestrian laws that can be viewed at: <http://www.wsdot.wa.gov/bike/Laws.htm> and <http://www.wsdot.wa.gov/walk/Laws.htm> .
- The City of Aberdeen's Municipal Code can be viewed at: <http://www.aberdeenwa.gov/government/aberdeen-municipal-code/>

One law is in regards to bicycle helmets. Currently, the State of Washington does not require helmet use for bicyclists of any age. However, many Cities, including Aberdeen have adopted a bicycle helmet law that relates to all users or youth under the age of eighteen. The adjoining municipalities of Hoquiam and Cosmopolis also require helmet use:

- Hoquiam requires helmet use for *bicycle* riders and passengers *under the age of 18*, under municipal code chapter 7.20.010 which can be viewed at <http://cityofhoquiam.com/code/Hoquiam07/Hoquiam0720.html#7.20> .
- Cosmopolis requires helmets for *all people and passengers who bicycle, unicycle, skateboard, roller skate, roller blade, use a scooter and motorized scooter*, under municipal code chapter 10.37, viewed at https://www.municode.com/library/wa/cosmopolis/codes/code_of_ordinances?nodeId=TIT10VETRCH10.37BIUNSKROBLSCMOSCHECH .

The following is a snapshot of Aberdeen's municipal code, Chapter 10.14 Bicycle Safety and Helmets:

Section 10.14.030 bicycle Helmet Required

- A bicycle helmet is required for any person operating or riding on a bicycle. 10.14.030

Section 10.14.040 Bicycle Races and Events- Bicycle Helmet Required

- A person or organization managing a bicycle race or event shall notify participants of the requirement to wear a helmet and include requirement in registration and promotional material.

Section 10.12.050 Bicycle Rental, Lease or Loan- Bicycle Helmet Required

- Businesses that rent, lease or loan bicycles shall offer an approved helmet to bicyclist. Documents must include requirement of wearing a helmet.

Section 10.14.060 Helmet Sales

- People who sell or offer for sale a bicycle helmet needs to meet or exceed safety standards.

Section 10.14.070 Penalties-Infraction

- A base monetary penalty not to exceed \$25.00 for failure to wear a bicycle helmet that will be processed in the same manner as parking infractions.
- The court may waive, reduce or suspend the penalty if there is proof that he or she has acquired a bicycle helmet at the time of appearance in court.
- A child under 16 years of age shall represent a separate violation.
- Each rental and each event shall be a separate violation.

Section 10.14.080 enforcement

- The law enforcement agency is responsible to enforce this section.
- Officers may enter during business hours to determine compliance within this chapter.
- Officers may post notice on the premises of a business that does not meet safety standards
- Officers may stop a bicycle race or event when there is conspicuous disregard for the requirements of this chapter.

Section 10.14.090 Implementation Programs

- "Information about the need for bicycle helmets, safe helmet use, safe bicycle operations, and existing bicycle safety programs shall be made available for members of the public at City Hall without charge. The police chief is authorized and directed to develop a program of helmet awareness, together with other public and private agencies as appropriate, designed to promote use of helmets by all ages and to subsidize use of helmets by low-income families. Such programs shall be in effect by March 1st, 2000; provided that the existence or effectiveness of such programs shall not be a defense to a civil infraction notice issued under this chapter."
- A time period between January 1st 2000 and January 1st, 2001 was given for time to educate the public and give warnings.

Under Chapter 12, Streets, Sidewalks and Public Places, section 12.40.020 specifies bicycles not to use certain designated sidewalks. The sidewalks specified are of a Railroad Bridge over the Chehalis River that has since been removed. A recommendation is to revise and specify that bicyclists *should* use the sidewalks to cross the bridges of Heron Street Bridge, Wishkah Bridge and Chehalis River Bridge.

Active Living and Transportation Advisory Committee (ALTAC)

The goal of a non-motorized transportation advisory committee is to work with community groups, city, county and state to implement and manage the Active Living and Transportation Master Plan. Below is an adapted example to consider of Ordinance No. 2014-20 from the City of Bainbridge Island, Washington:

Ordinance Sample

An Ordinance of the City Council of the City of Aberdeen, Washington, clarifying the role, composition and duties of the Active Living and Transportation Advisory Committee and creating a new chapter of the City of Aberdeen Municipal Code.

- Whereas, the City Council passed a resolution establishing the Active Living and Transportation Advisory Committee (ALTAC); and
- Whereas, the City Council passed defining the roles and responsibilities of ALTAC and establishing the Committee's membership to nine members;
- Whereas, the City Council recognizes and integrates the federal, state, county and local emphasis on active living, livability, reduction of greenhouse gas emissions and linking communities through regional connectivity.
- Whereas, the City Council desires to clarify the role, composition and duties of the ALTAC, and to add the ALTAC to the City of Aberdeen Municipal Code, now therefore;

The City Council of the City of Aberdeen, Washington, does ordain as follows:

Section 1. A new Chapter of the City of Aberdeen Municipal code is hereby adopted in its entirety to read as follows:

Active Living and Transportation Advisory Committee

Section 1 – Created- Membership, appointment, term and compensation

Section 2 – Vacancies- Removal

Section 3- Duties and Responsibilities

Section 4- Meetings, officers, records and quorum

Section 3- Duties and Responsibilities

The goal of the committee is to work with community groups, neighboring municipalities, county, state and city staff to implement the active living and transportation plan and advocate for non-motorized transportation facilities, including the funding for such facilities and promotional or educational programs encouraging active living and transportation. The committee will advocate for and ensure implementation of the Active Living and Transportation Master Plan, including but not limited to the recognition and integration of the federal, state, county and local emphasis on active living, community livability, and reduction of greenhouse gas emissions and the linkage of communities through regional connectivity.

A. Coordination efforts by the committee will include, but not limited to:

1. Providing general guidance and recommendations to the city manager, city council, planning commission and appropriate city staff regarding active living and transportation Master Plan, reviewed in total every two years and a full plan review every four years.
2. Advocating for the incorporation of active living and recreational transportation systems in collaboration with appropriate city staff;
3. Reviewing proposed non-motorized projects, including reviewing and incorporating input from appropriate city staff and the public.
4. Reviewing proposed projects for local and regional connectivity and flexible design guidelines;
5. Reviewing plans for subdivision, district public facilities (schools, parks, fire stations, community centers, etc.), housing development demonstration projects, and mixed-use commercial projects to advocate for incorporation of active living and transportation systems; and
6. Reporting annually to the city council prior to the start of the budget process.

B. Implementation activities by the committee will include, but not limited to:

1. Assisting the city in review and delivery of proposed non-motorized projects;
2. Assisting the city in soliciting public comment on proposed facility designs and routes and providing the public works, parks and recreation and planning departments with the input received;
3. Encouraging community involvement in the design process at the time the city identifies a non-motorized project; and
4. Facilitating and coordinating community groups involvement and volunteer efforts in collaboration with appropriate city staff.

Chapter 5



Pioneer Park & Basich Trailway

Implementation

10 Steps

1. Form a Committee
2. Plan & Policy Adoption
3. Solidify Action Plan
4. Prioritization & Readiness
5. Select Key Projects
6. Input & Partnerships
7. Plans & Funding
8. Implement key projects
9. Evaluate & Collect Data
10. Repeat Process

"Few people know how to take a walk. The qualifications are endurance, plain clothes, old shoes, an eye for nature, good humor, vast curiosity, good speech, good silence, and nothing too much." – Ralph Waldo Emerson

Implementation Process

Overview

Planning the network and infrastructure is only one aspect of creating an active living and transportation environment. Supportive programs, oversight and coordinated systems are also needed to ensure a network is built and used safely, efficiently and effectively. This section provides suggestions and resources for moving through an implementation process that includes all aspects of policy, environment and coordinated systems development.

Step 1- Appoint a Committee

It is recommended to delegate a lead department and appoint a committee for the implementation of this plan. As active living and transportation broadens within Grays Harbor urban and regional committees may begin to form that can strengthen investment and opportunity. Below is a committee framework to consider over time.

Phase 1: Appoint a City of Aberdeen Active Living and Transportation Advisory Committee that meet monthly to review, implement and sustain the Active Living and Transportation Master Plan. Committee representation to consider includes:

- Citizen representative for each neighborhood district (South, West, North, East)
- Pedestrian Advocate
- Bicycle Advocate
- Waterway, Paddling Advocate
- Public Safety Representative (Police/Fire)
- City Staff Representative (Parks and Recreation, Public Works, Community Development)
- Ad Hoc member representative- School, County, Tribes, State, Community Group, Business/Agency, Faith-Based, Youth

Phase 2: Broaden the committee to include urban core representation of Cosmopolis, Hoquiam and Aberdeen.

The Puget Sound Regional Council provides a strong example of a Bicycle/Pedestrian Advisory Committee that coordinates and advises on a variety of active transportation planning issues. Website- <http://www.psrc.org/transportation/bikeped/active-transportation-plan/>

Step 2- Adopt the Plan and Policy

The adoption for this *Active Living and Transportation Master Plan* and *Complete Streets Policy* is the first step in the implementation process, see Chapter 4. Updates for the plan may include yearly progress reports summarized by the Active Living and Transportation Committee along with a review process every three years or in coordination with other plan updates.

[The Washington's Complete Streets & Main Street Highways Program, Case Studies & Practice Resource](#), November 2011, provide an overview and gives specific examples of Complete Streets within Washington State.

[The National Complete Streets Coalition](#) provides a series of fact sheets that share the benefits of adopting a complete streets policy and plan, such as economic revitalization, creating livable communities and equity. Complete Streets help:

- Keep kids safe
- People with disabilities
- Improve mobility for older adults
- Promotes good health
- Makes transit safe, convenient, and comfortable
- Addresses climate change
- Stimulates the local economy
- Gives people options with increased gas prices
- Improves safety
- Lowers transportation costs
- Creates livable communities
- Provide equitable streets

Step 3- Solidify the Action Plan

Review the proposed action plan strategies and determine if the items represent the overall needs for the community. The action plan provides the City of Aberdeen with a living document for the development of a comprehensive active living and transportation system. The action plans shall be reviewed on a yearly basis to ensure on-going progression and evaluation. The action plan is split into three individual plans:

Action Plan 1- The Pedestrian and Bicycle Network

Action Plan 2- Safety Corridors

Action Plan 3- Trails, Paths and Waterways

Action Plan Highlights

- Establishes a vision of an active transportation network throughout the City of Aberdeen for walking and biking
- Supports active living opportunities and access for waterway paddling and recreation
- Emphasizes safety and the assurance of safe crossings for pedestrians, wheel-chair users and bicyclists
- Identifies preservation, enhancement and construction plans for trails, sidewalks and roadways
- Establishes design standards/criteria for the overall system to ensure best practice
- Provides policy recommendations and an implementation process
- Recommends partnerships and collaboration with schools, neighboring municipalities and local organizations, businesses and community groups

The lay-out of each action plan includes:

Four Components

1. **Facilities Network** that provides mobility within neighborhoods and destination areas as well as connectivity between key destinations.
2. **Network Support** that provides end-of-trip facilities, facilitating the transition between on and off-street network and complementing with transit to increase feasibility and usability.
3. **Programs, Policies and Plans** that provide educational, encouragement, and enforcement programs to support active living opportunity, safety and access.
4. **Implementation process** that dedicates funding, commitment and partnerships for facilities and programs within the plan.

Five Essential Elements

1. **Engineering** to develop the system.
2. **Education** that provides people of all ages, modes and abilities with information and skills.
3. **Encouragement** for creating a culture that encourages active modes of transportation.
4. **Enforcement** to ensure safety, respect and awareness for all people, abilities and modes.
5. **Evaluation and Planning** to sustain active living and transportation options.

Adapted from San Antonio Bike Plan, 2011

Adapted from the League of American Bicyclists

Pedestrian and Bicycle Network Action Plan, 2015

Objectives	Engineering	Evaluation/Planning	Enforcement	Encouragement	Education
Facilities Network	Develop a process for providing a yearly spot improvement and route summary report to the City of Aberdeen Public Works Committee	Formation of a city or regional appointed Active Transportation Advisory committee to develop, adopt and maintain an implementation strategy for local and/or regional active transportation plans.	Design, establish and prioritize using current design guide editions of NACTO, AASHTO* and other such guidelines and standards.	Develop a process for annual bicycle and pedestrian counts and administering biennial community surveys to inform the development of programs as well as infrastructure improvements.	Develop a design and implementation plan for consistent wayfinding signage for city and regional-based routes that directs residents and visitors to desirable destinations.
Network Support	Coordinate bicycle and pedestrian facility improvements and/or upgrades with the City's resurfacing schedule.	Research effective programs to recommend and establish a local bicycle parking system with specific standards for city-owned bicycle parking facilities that address the location, design, capacity and support amenities.	Adopt a bicycle parking ordinance to require bicycle parking and non-motorized connections to be developed in all new developments or when the size and/or use of existing buildings is significantly altered.	Develop a design and implementation plan to provide facilities and enhancements such as streetscape improvements, bicycle parking and support amenities along designated routes.	Develop and implement a community marketing plan for increasing foot and peddle traffic.
Programs, Policies and Plans	Prioritize opportunities that improve walking, biking and transit use by utilizing Complete Streets standards for all Capital Improvement projects.	Updates should be done periodically as changes take place. (Comprehensive Land Use Plan, Parks Plan and Historic Preservation Plan.	Develop and adopt a local Complete Streets policy that aligns with the policy elements defined by the National Complete Streets Coalition.	Review and revise the municipal codes and comprehensive plan to support and align with the active transportation safety, health, equity and livability goals.	Support multi-lingual programs and public service announcements that educate the general public about rights and responsibilities, and safe road-sharing behavior via the city's website, local radio stations, newspapers, and other media outlets.
Implementation	Implement proposed plans whenever planning or constructing new facilities or Capital improvement projects that may be related to pedestrian, bicycle and transit improvements, as funding is available.	Partner with government and community agencies to research and apply for various funding sources that support bicycle and pedestrian planning, development, implementation and maintenance.	Institutionalize pedestrian and bicycle planning through new or revised policies, code amendments and operating procedures.	Coordinate with adjoining jurisdictions and municipalities for pedestrian and bicycle infrastructure that link and provide access to the urban corridor of Aberdeen, Hoquiam and Cosmopolis.	Partner with government agencies and community groups to support educational, safety and equity programs that directly benefit local residents, schools and/or organizations.

*NACTO- National Association for City Transportation Officials, Urban Bikeway Design Guide, AASHTO-American Association of State Highway and Transportation Officials

Safe Corridors Action Plan, 2015

Objectives	Engineering	Evaluation/Planning	Enforcement	Encouragement	Education
Facilities Network	Create and enhance operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings.	Work with schools to produce an initial infrastructure improvement plan for each school, including cost estimates and a prioritized project list for future investments and grant funding.	Determine location and design for designated safe crossings along with bicycle detection and signage.	Work with school districts to implement a walkabout (bicycle and pedestrian audit) to assess and record walking and biking conditions of streets adjacent to schools.	Partner with school to develop parent maps for each school showing recommended routes to reach school along with high-traffic intersections and routes to avoid.
Network Support	Investigate new tools and technology to develop a system and method to collect and analyze data that identifies network gaps and evaluates improvements.	Partner with and support the development and enhancement of transit bus stops that provide convenient pedestrian-bicycle access, information and shelter.	Partner with law enforcement to research bicycle patrol and other surveillance programs for trailways and public spaces and/or events.	Plan and install sheltered and highly visible bicycle parking facilities adjacent to all schools, businesses and shopping districts.	Develop a marketing plan to educate the public on rules, regulations and etiquettes for sharing the road and being a responsible driver, pedestrian and bicyclist.
Programs, Policies and Plans	Partner with the State, County and other municipalities to determine and install uniformed and consistent signage and pavement marking design standard for bicyclists and pedestrians, such as 'Share the Road.'	Coordinate with regional partners to conduct an economic impact assessment for project development.	Ensure that the helmet law is provided in any promotional brochures and/or on registration materials by person or organization managing a city bicycle race, event or tour.* (10.14.040)	Provide partnership for encouraging and educating active transportation information and messaging to public through a variety of formats, such as on city websites, bus decals and bus stop displays.	Develop a program of helmet awareness, together with other public and private agencies, to promote the use of helmets by all ages and subsidize use of helmets by low income families.* (10.14.090)
Implementation	Design and install safety and directional signage and pavement markings for bicyclists crossing the Chehalis River Bridge, Heron Street Bridge and Wishkah River Bridge.	Seek funding for a feasibility study to determine location and design of connecting South Aberdeen levee trails at the base of the Chehalis River bridge.	Review and revise the municipal code to direct bicyclists, and other non-motorized wheels to use or not use certain sidewalks, such as using sidewalks to cross the city bridges. (12.40.020)	Gain equitable input from various neighborhoods to identify and prioritize the needs of residents in the City	Provide information about the need for bicycle helmets, safe helmet use, safe bicycle operation and existing bicycle safety programs for the public at City Hall* (10.14.090)

Related Municipal Code highlighted in italic –Title 10 Vehicles and Traffic, Title 12 Streets, Sidewalks and Public Places

*Work with Fire Department and Police Department on free helmet events and Bike Rodeos

Trails, Paths and Waterways Action Plan, 2015

Objectives	Engineering	Evaluation/Planning	Enforcement	Encouragement	Education
Facilities Network	Research ADA accommodating locations for paddle launch sites and docks; determine key locations along the Wishkah and Chehalis Rivers to improve recreational opportunity and increase shoreline access.	Design, establish and prioritize the development and implementation of greenway routes that encourage walking and biking on shared sidewalks, pathways and along streets with low traffic volumes and slow speeds (25 mph and under).	Develop a design and implementation plan for consistent safety; regulate signage and enhancements for trails, paths and waterways.	Accommodate dual pedestrian and bicycle crosswalks, pavement markings and signage to the extent feasible. Plan and install enhanced protected bikeways as recommended in NACTO, where feasible to increase comfort and safety	Partner with tourism agencies to promote and familiarize the public with the trails, paths and waterways within the community through print, visual and interactive displays.
Network Support	Plan, evaluate and encourage reallocation of roadway rights-of-way where appropriate to accommodate pedestrians and bicyclists, such as riding on one-way streets (contra flow bike lane) and alleyways.	Identify corridors between and through municipalities where sufficient right-of-ways exist to construct multiuse trailways and connection pathways, such as abandoned rail lines and easements.	Partner with local agencies and community groups to develop a trail preservation and monitoring program that ensures public health and increase the usability, asceticism and a sense of safety.	Develop a design and implementation plan for consistent wayshowing and wayfinding* signage for waterway routes, docks and launch sites that direct paddlers to destinations and infrastructure.	Develop and provide local walking and signage maps of the trails and pathways that include key destinations, attractions and information.
Programs, Policies and Plans	Partner with the County, State and neighboring municipalities to conduct a feasibility study for increasing pedestrian/bicycle safety along a segment of Hwy 12 between East Aberdeen and Central Park community.	Conduct a feasibility study that pinpoints recreational shoreline access sites and that identify opportunity for hiking, biking and paddling.	Include emergency preparedness elements, enhancements and practice (FEMA, TSUNAMI) within the planning, design and maintenance of trailways.	Investigate programs with schools and local agencies/ community groups to provide environmental learning opportunities along trails, paths and waterways.	Develop a recreational waterway program and marketing plan intended to support geo-tourism, economic development and local business.
Implementation	Partner with State, County and other municipalities to combine resources and funding opportunities for signage, pavement markings and other infrastructure needs, such as re-labeling recycled signs.	Seek funding for a feasibility study to determine a direct and safe multi-use (including emergency access) connection across the Wishkah River.	Research and investigate new approaches and resources such as Best Practice, Least-Cost Planning, NACTO, Green Streets, Complete Streets and Rails to Trails.	Partner and collaborate with stakeholders to design a waterway/waterfront vision and implementation plan along the mouth of the Wishkah River to increase non-motorized recreational access and connection.	Investigate and learn from successful trail systems within Washington to develop a local implementation and priority plan.

Step 4- Prioritize and Determine Readiness

Once the Active Living and Transportation Action Plan has been approved there are a variety of public or private planning assistance teams that can assist in the prioritization process of: 1) Conducting priority input meetings and 2) Completing impact assessments for the potential level of impact based on essential questions from the four focus areas of:

- Health and Environment
- Safety
- Connectivity and Access
- Equity and Interagency Coordination
- Livability and Recreation

Within the prioritization process, assessment steps can help identify system gaps, readiness and needs:

1. Complete community assessments to gather data and understand priorities and needs. The ACE Toolkit, *Active community Toolkit, Creating Environments that Encourage Walking, Biking and Public Transportation in Washington State*, provides a comprehensive checklist that may be used to identify gaps in the community practices and facilities and provide recommendations within this plan.
2. Review local and State laws.
3. Review related plans and policies.
4. Host input meetings.

Step 5- Select Key Projects

The 5 essential elements of Engineering, Education, Encouragement, Enforcement and Evaluation can provide the City of Aberdeen with a comprehensive approach towards implementing the overall network goals and vision. This section provides an overview of potential projects that can fulfill the various goals within the Active Living and Transportation Action Plans.

Engineering

Media campaigns support the building of the network by providing awareness and understanding of the roles and responsibility of sharing the road. Launching campaigns prior to installing new infrastructure such as conventional bike lanes, bike boxes, sharrows, etc. provides time for the public to understand and learn about the changes. The City of Aberdeen shall consider including a marketing plan that can inform and educate the public prior to new infrastructure construction is complete.

The City of Portland launched a campaign called, 'Get Behind It' to educate motorists on the new bike boxes that were later installed. Large temporary signage at intersections and brochures were also distributed to offer a detailed explanation of the boxes. Campaign information can be viewed at <http://bikeportland.org/2008/02/12/pdot-unveils-bike-box-marketing-slogan-graphics-6684> .

Education

The City of Aberdeen shall provide messages and support materials that are effective in improving and increasing active living and transportation opportunity, safety and engagement. Educational components ensure all users are aware and knowledgeable. Educational programs to consider may include:

- Annual Bike Rodeos for families and youth
- Safety skill clinics and on-line classes
- Printed and web-based brochures
- An annual public awareness campaign to improve driver, pedestrian and bicycle compliance with existing laws
- Support a bicycle/pedestrian safety curriculum for elementary aged youth that can be encouraged and disseminated to city schools, such as *Let's Go NC! A Pedestrian and Bicycle Safety Skills Program for Healthy, Active Children*, www.ncdot.gov
- Partner with Grays Harbor County Transit to incorporate safety awareness and outreach along high traffic areas; *National Pedestrian Safety Campaign Step-by-Step Guide*- http://www.safety.fhwa.dot.gov/local_rural/pedcampaign/guide.htm
- Incorporate informational updates into newsletters or brochures that provide a wide reach, such as resident's monthly water bills and or local vehicle tab renewal agencies

Encouragement

This strategy involves informing people about the built environment and the opportunities they can embrace. The City of Aberdeen shall consider appointing an active living and transportation committee to research, select and oversee encouragement programs, such as:

- Commuter benefit program for city employees that provide incentives for employees to walk, bike, take transit or ride-share to work
- Develop, display and distribute walking, biking and paddling maps
- Support 'Open Street' events that temporarily closes a street for a car free event
- Develop a website and mobile device site that integrates the various walking and biking programs
- Connect with Washington Bikes and Feet First for resources
- Collaborate with schools, community groups and agencies to promote a Safe Routes to School program, to promote youth walking and biking to school safely; Promoting walking and bicycling to school planning guide- <https://connect.ncdot.gov/projects/BikePed/Documents/NCHowToPlan.pdf>
- Engage with residents, youth, business owners, seniors and transit users to highlight built environment issues that impact walkability from the user's perspective
- Collaborate with schools to develop shared-use agreements for increasing active living opportunities

Enforcement

This strategy is effective in creating a respectful culture and increased compliance for sharing the road. City of Aberdeen shall consider enforcement programs, such as:

- A pedestrian and bicycle diversion on-line course
- Bicycle police patrols and school safety visitations
- Targeted enforcement emphasis, such as '*Cops in Crosswalks*' program to raise pedestrian crossing awareness along the main corridor of Hwy 12, 101, and 105
- Security cameras within the 'Art in the Alley' to promote increased sense of safety
- Brochures, informational sheets and signage for laws such as bicycle helmet use, speed limits and right-of-way
- Partner the Washington State Department of Transportation to collect and analyze annual crash data
- Partner with Washington State Department of Transportation to identify high crash locations to direct pedestrian and bicycle education and enforcement prevention programs and operations
- Offer training for key departments to learn updated information around pedestrian and bicycle safety, laws and infrastructure development to improve prevention directives and operations

Evaluation

Monitoring and evaluating the active living and transportation network and support programs through tracking numbers, identifying trends and collecting community perception allows the City of Aberdeen to measure progress towards their vision and goals and qualify for more project funding. Washington Department of Transportation (WSDOT) calls for an annual bicycle and pedestrian count in early autumn in cities throughout the State. There is a nationwide need and effort to collect data for use by governments, planners and bicycle/pedestrian professionals for a variety of uses, such as to measure the positive benefits of infrastructure investment. The City of Aberdeen shall receive an annual progress report, which may be collected and summarized by the Active Living and Transportation Committee, which includes public perception and base line data. Included data may include:

- Number of non-motorized users overall
- Perceptions of non-motorized and motorized users
- The total number of pedestrian, bicycle and paddling facilities and infrastructure
- Safety trends and data
- Transit and Public School bus use
- Counts of cyclists using Market Street bicycle lane
- Counts of pedestrians and bicyclists crossing the three bridges
- Counts of pedestrians at unmarked crosswalks
- Counts of paddlers using existing launch sites
- Counts after new project implementation for before and after comparisons

Step 6- Gather Input and Create Partnerships

A coordinated approach within the various support programs provides a method for action that threads together the stakeholders who can act as a support piece within the main goal of a particular program. This approach: 1) Supports and strengthens messages and efforts, 2) Allows for a systematic way of addressing limited resources, such as materials, funding and time, 3) Develops sustainable partnerships between various entities; and 3) Helps to support program and funding opportunities.



Active Living & Transportation Partnership

Providing a local collaborative voice and engagement

A partnership contributes positively to sending a unified message of support and encouragement for active living and transportation options.

The City of Aberdeen should designate an Active Living and Transportation Committee to act as the foundational support for the various community development initiatives and projects throughout the City of Aberdeen. The committee can serve as a liaison between stakeholders, elected officials, businesses and community members to:

- Oversee the systematic program development of various projects and ensure alignment, collaboration and coordination
- Provide strategic messaging and clear communication
- Be a resource for seeking potential funding sources

Existing Programs

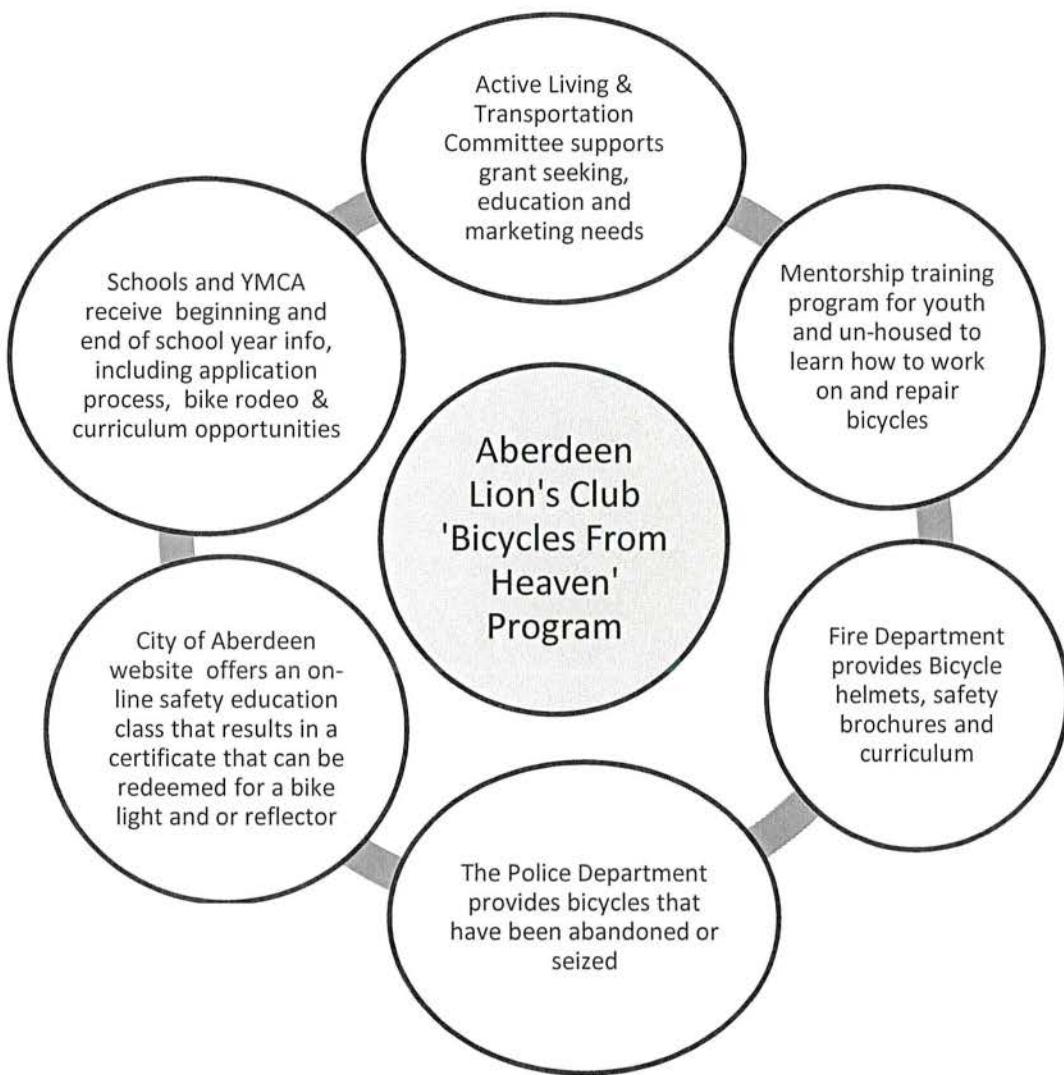
The City of Aberdeen has several existing programs that relate to active living and may benefit from a coordinated approach.



Art in the Alley Project

Coordinated Program Approach Sampler

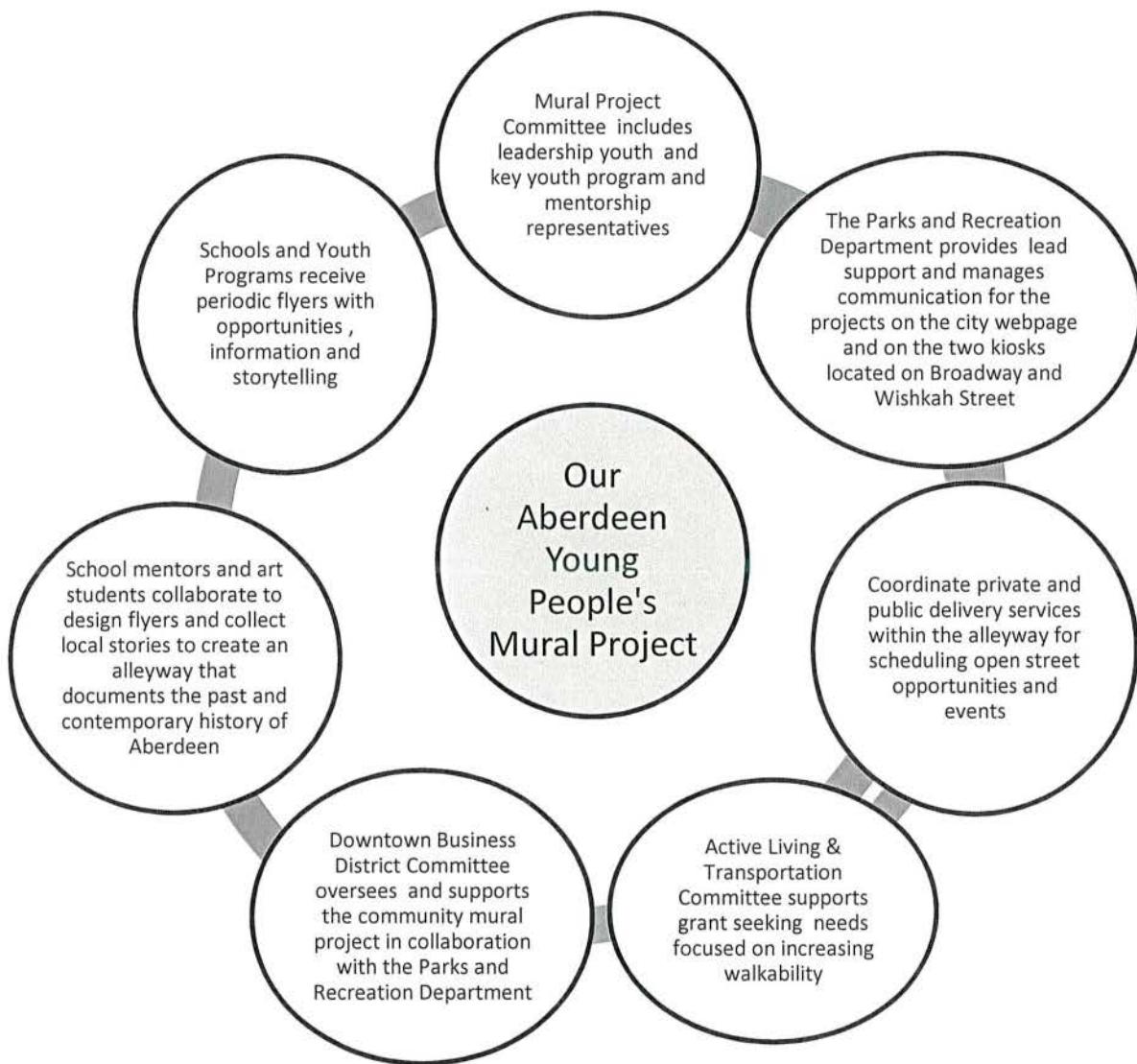
The conceptual maps below show a coordinated approach to organizing, supporting and enhancing two key programs within the community. Various support services can wrap around an existing program for greater reach and sustainability.



City collaboration may include a Bike Safety Clinic for community youth and recipients of the 'Bicycles from Heaven' program. City schools may collaborate by creating shared-use agreements with the city to open their facilities up to host clinics. Designation of mobility ambassadors circulate information related to safety and upcoming clinics that provide education on how to ride a bicycle safely and how to keep it in proper working order, such as:

- Wearing a properly fitted bicycle helmet
- Parts of a bicycle
- Rules of the road and right of way
- Safety, etiquette and laws on trails, sidewalks, roadways and bridges
- Skill lessons around hand signals, turning, stopping, steering and positioning
- Tire inflation, flat tire fixing, safety check-up
- How to use simple tools and tire pump
- Location of bicycle parking facilities and how to properly lock a bicycle to avoid theft
- Location and use of bicycle infrastructure such as pavement markings and signal detections
- Yielding to pedestrians
- Importance of lights and reflectors, free light and or reflector to qualifying participants

Our Aberdeen's 'Young People's Mural Project' was created to inspire hope, give support and expand on the protective and prevention efforts within the community for the youth by creating a space to share their messages. Clear communication between the city and private and public partnerships provides a foundation for a program that not only serves a great need for the youth but also increases walkability and foot traffic within the downtown district of Aberdeen. Through a comprehensive effort, the project becomes heartfelt and treasured not only by the local youth and mentors but also by the community at large.



Step 7- Capital Facilities Plan (CFP), Transportation Improvement Plan (TIP) and Funding Sources

A variety of funding strategies can be used once the policy framework and plan are in place and adopted as a stand-alone and/or part of the Comprehensive Plan update process. Included in this plan are recommendations for network design and support facilities that could be considered for inclusion within a CFP and TIP. It is recommended to work with local foundations, Grays Harbor Council of Governments, the County and State to review and apply for funding sources that match project priorities and needs.

It is recommended to develop a priority project graph in partnership that will identify: 1) Priority projects that are community-wide and easy to implement and 2) High-demand and challenging corridors that may require planning, design, engineering and capital cost. All projects within this plan play an important role in completing the vision of the pedestrian, bicycle and paddling network. These projects should be considered for implementation whenever a time-sensitive opportunity arises, such as a planned road diet or resurfacing occurs. In particular, intersections with high traffic volumes, high volumes of turning movements, limited sight visibility, or similar conditions should be considered priorities.

Priority Project Graph- Bikeway Description Outline-11/2015

It is recommended to add design samples and cost estimates to the description outlined below in partnership with Washington State Department of Transportation (WSDOT).

Bikeway Southbound

Simpson Avenue (Hwy 101)

- Buffered bike lane on left side of roadway

Simpson Ave (Behind the Wave Sculpture)

- Buffered bike lane merges onto Simpson Avenue that is behind the Wave Sculpture
- Repave Simpson Avenue between Simpson Ave (US Highway 101) and N Jefferson Street
- Add 'US Highway 101 South Bike Route' signage or pavement markings

N Jefferson Street

- Repave
- Add 'US Highway 101 South Bike Route' directional signage or pavement markings

Market Street

- Add 'US Highway 101 South Bike Route' directional signage

S I Street OR S H Street (step 1: determine bike route road connection of I or H Street)

S I Street Option

- Add 'US Highway 101 South Bike Route' directional signage
- Add 'Sharrows' pavement markings (share the road) or bicycle symbol on road sign
- Add State Street infrastructure- Directional 'Sharrows' on the pavement and/or shared-use sidewalk infrastructure. Add directional signage and pavement markings (including shared crosswalk design) to the pedestrian on-ramp under the Chehalis River Bridge

S H Street

- Add bike lane between Market and Wishkah Street
- Add bike lane merge onto sidewalk between Wishkah and State Street (*add bicycle pavement markings to pedestrian crosswalk, merging onto sidewalk*)
- Add 'US Highway 101 South Bike Route' directional signage and pavement markings from Market Street to the pedestrian on-ramp under the Chehalis River Bridge
- Add 'No pedestrians or bicyclists' on the H Street automobile on-ramp/sidewalk (block off stairs that lead to sidewalk)

Chehalis River Bridge Sidewalk

- Add etiquette and safety signage to the on-ramp and off-ramp
- Add informational and directional kiosk at bridge access points
- Add a paved connection from the Chehalis Bridge off-ramp to: 1) A bicycle lane on N Boone Street and 2) the Chehalis River Walkway

W Cushing Street

- Add '101 Highway 101 South Bike Route Signage and / or directional 'Sharrows' pavement markings between SW Front Street and S Boone Street
- Add bike lanes from S Boone Street to Southwest Blvd (US Highway 101)
- Add Basich Trail signage at access point

Bikeway Northbound

S Lawrence Street

- Bike lane from Basich Trail to W Cushing Street

S Lawrence Street, N Clark Street or N Boone Street (step 1-Determine connection route to Chehalis Bridge)

- S Lawrence Street – Bike Route signage and directional pavement markings (Sharrows)
- N Clark Street – Bike Route signage and directional pavement markings (sharrows) or bike lane
- N Boone Street – Bike Route signage and bike lane

Undeveloped Trail North of US Highway 101

- Pave trail connecting US Highway 101 to the Chehalis River Bridge
- Provide a multi-use crosswalk at the base of the Chehalis River Bridge to connect two trail systems and provide a safe crossing
- Provide an informational (directional) kiosk at the base of the Chehalis River Bridge

Chehalis River Bridge

- Safety, directional and etiquette signage
- Ramp off the sidewalk to exit off State Street off-ramp
- Signage to direct bicyclists to State Street off-ramp (US Highway 101 North) and G Street off-ramp (downtown)

G Street off-ramp and Heron Street

- Multi-use crosswalk at G and Heron Street
- Left handed bike lane or multi-use sidewalk on Heron Street between S G and F Street
- Safety, etiquette and directional signage to use Heron Street Bridge sidewalk
- 'US Highway 101 North' Bike Route Signage on Heron and F Street, directing towards Market Street

State Street Off-ramp

- 'US Highway101 North Bike Route' Signage on State and K Street, directing towards Market Street
- Bicycle signal detection on K and Heron/Wishkah Street

Market – N Jefferson and Simpson Avenue (same as Southbound, see above)

N Michigan Street

- 'US Highway101 North Bike Route' with 3-turn arrow symbol, turning right off of Simpson Avenue

Sumner Avenue and Finch Playfield

- Paved connection through Finch Playfield
- Directional and etiquette signage

Cherry Street

- Design Cherry Street as a Greenway AND/OR
- 'US Highway101 North Bike Route' signage, turn left on N Williams Street

Sumner Ave (US Highway101 North)

- Connect from N Williams Street to Sumner Avenue
- Buffered Bike lane on Right side of Sumner Avenue



Step 8- Implement selected project(s)

Selected projects may be appointed to a sub-committee, department or group, which is formally documented and overseen by a proposed Active Living and Transportation Advisory Committee to ensure coordination, communication and support.

Step 9- Evaluate and summarize data collections

It is recommended that the City of Aberdeen and surrounding areas participate in an annual walk/bike as part of the [Washington State Bicycle and Pedestrian Documentation Project](#); and investigate potential counting equipment and grants, such as Thurston County's mobile electronic counter devices to increase ease and accuracy of data collection. In addition, a proposed Active Living and Transportation Advisory Committee shall provide the following actions:

- Yearly progress report
- Recognition of success
- Action plan review and revision as needed
- Yearly forecast report (recommendations and revisions)
- Plan review in total every two years and full plan review every four years

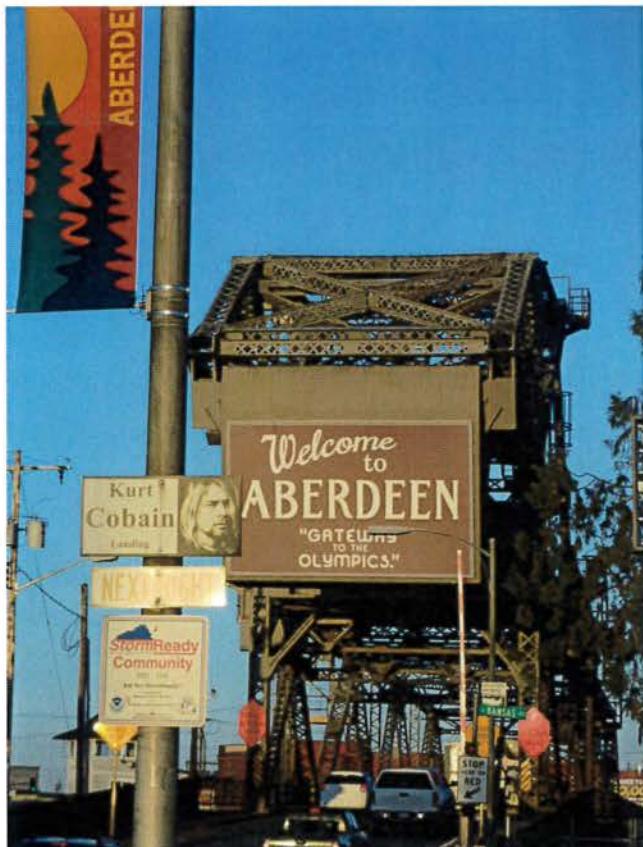
Step 10- Repeat Process



1. Committee Review – Recruit and or reconfigure as needed
2. Plan & Policy Adoption – Communicate, educate and integrate
3. Solidify Action Plan – Review and renew for sustainability and usefulness
4. Prioritization & Readiness- Needs, gaps, benefits and assurance
5. Select Key Projects – Create, connect, strengthen and build on what exists
6. Input & Partnerships – Equity, diversity, communication and collaboration
7. Plans & Funding – Research, partner, align and reach-out
8. Implement key projects – Integrate the 5 Essential Elements for each project
9. Evaluate & Collect Data – Document, review and celebrate
10. Repeat

Active Living & Transportation Master Plan, 2015

Chapter 6



Wishkah River Bridge

Network Design

Planning Context

Network Developments

- Bikeway and Greenway
- Safety and Connectivity
- Trailway and Waterways
- Support Facilities

Support Infrastructure

- Universal Signage
- End-of-Trip Facilities

There is no rushing a river. When you go there, you go at the pace of the water and that pace ties you into a flow that is older than life on this planet. Acceptance of that pace, even for a day, changes us, reminds us of other rhythms beyond the sound of our own heartbeats. -- Jeff Rennicke, *River Days: Travel on Western Rivers*

Planning Context

The planning focus for the non-motorized* network is comprised of land, water and waterfront uses in and around Aberdeen, WA. The conceptual framework below summarizes the multiple components of the non-motorized network that includes interconnected systems within the overall concept. The proposed considerations work to enhance the existing infrastructure and provide a vision for future connections and construction needs.

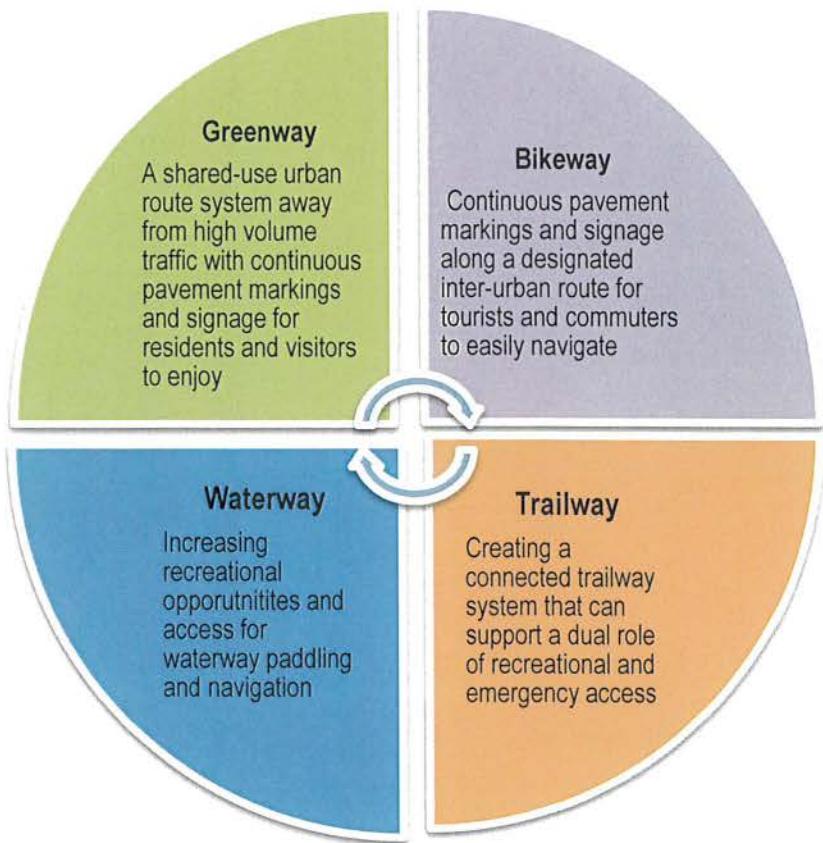
Conceptual Framework Description

Greenway - This is an urban greenway plan that outlines the development of a combined pedestrian/bicycle route that provides a continuous connection from outer neighborhoods in and around the downtown core. As the network and housing/business development grows, planning will evolve to increase multiple connectivity routes into the main greenway.

Bikeway- A designated inter-urban bike route through Hoquiam, Aberdeen and Cosmopolis for commuters and long-distance tourists that is direct, convenient and understandable. Specific project plans include: 1) Designating a route with pavement markings, 2) Incorporating universal bike route signage, 3) Ensuring safe crossings across arterial streets, 4) Ensuring safe crossings across bridges and 5) Developing systematic design standards.

Trailway- Connecting individual trails under the umbrella of a larger continuous trail system, incorporating historical and artistic markers and interest points along the route. Trails include: 1) Morrison Park Waterfront Walkway, 2) Chehalis River Walkway, 3) Basich Trailway, 4) Proposed Fry Creek (restoration project), 5) Proposed Levee Trail (Flood Prevention Project).

Waterways- Connecting the waterways for recreation, ecology, education and or commuting opportunities. Components include planning and designating paddle launch sites and mooring docks, determining universal waterway signage, as well as implementing restoration and education projects. Waterways include: 1) Wishkah River, 2) Chehalis River, 3) Elliot Slough, 4) Lake Aberdeen, 5) Fry Creek (restoration project)



Infused within the Conceptual Framework

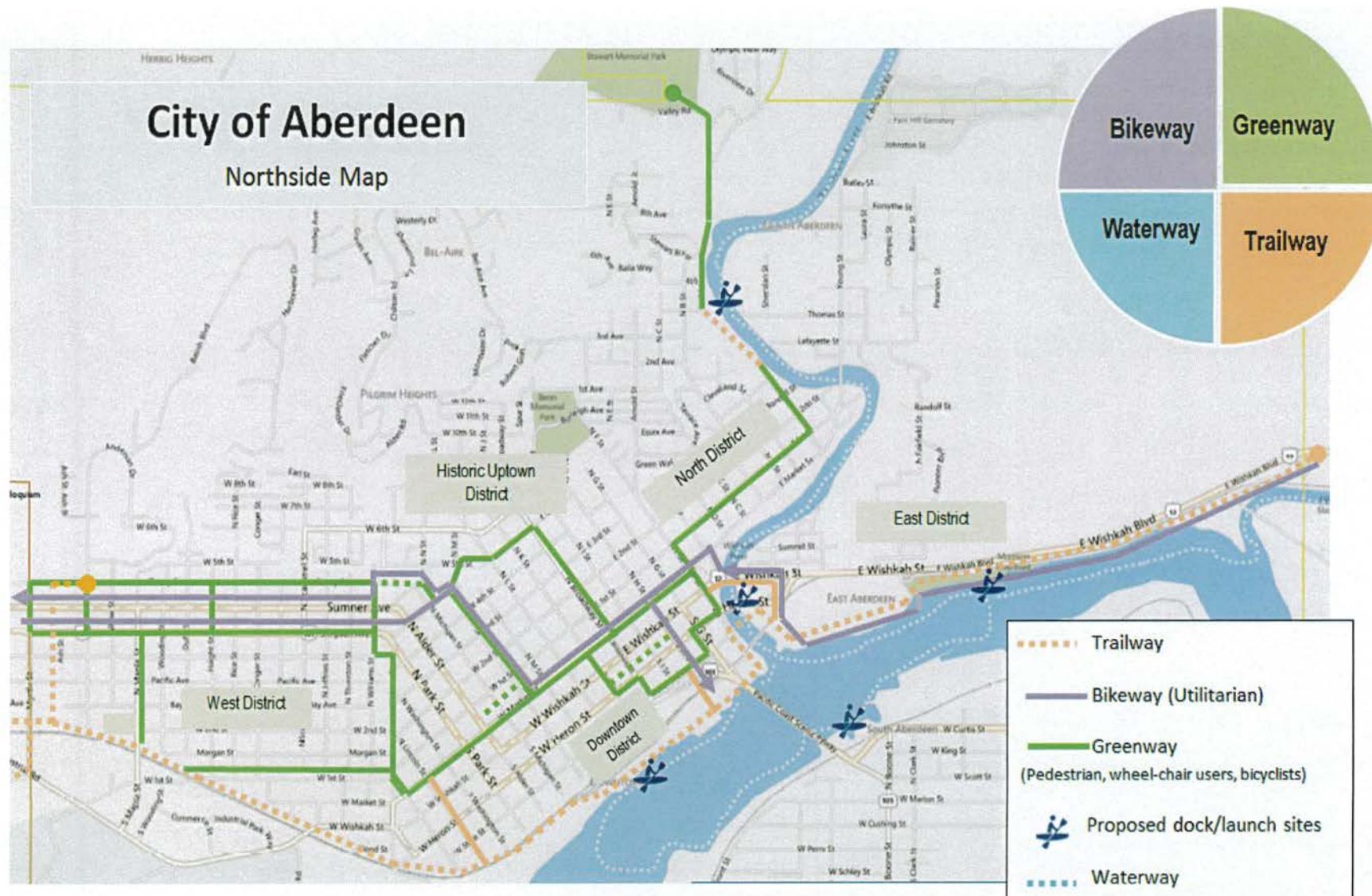
State Highways, Transit Line and Safe Crossing

The overall pedestrian and bicycle network integrates with existing state highways and transit line. Proposed plans include partnerships for an identification of safe crossings near transit bus stops along US Highway101, US Highway12 and Highway105 that will be recommended for un-signalized crossings with treatments such as amber flashing beacon light systems.

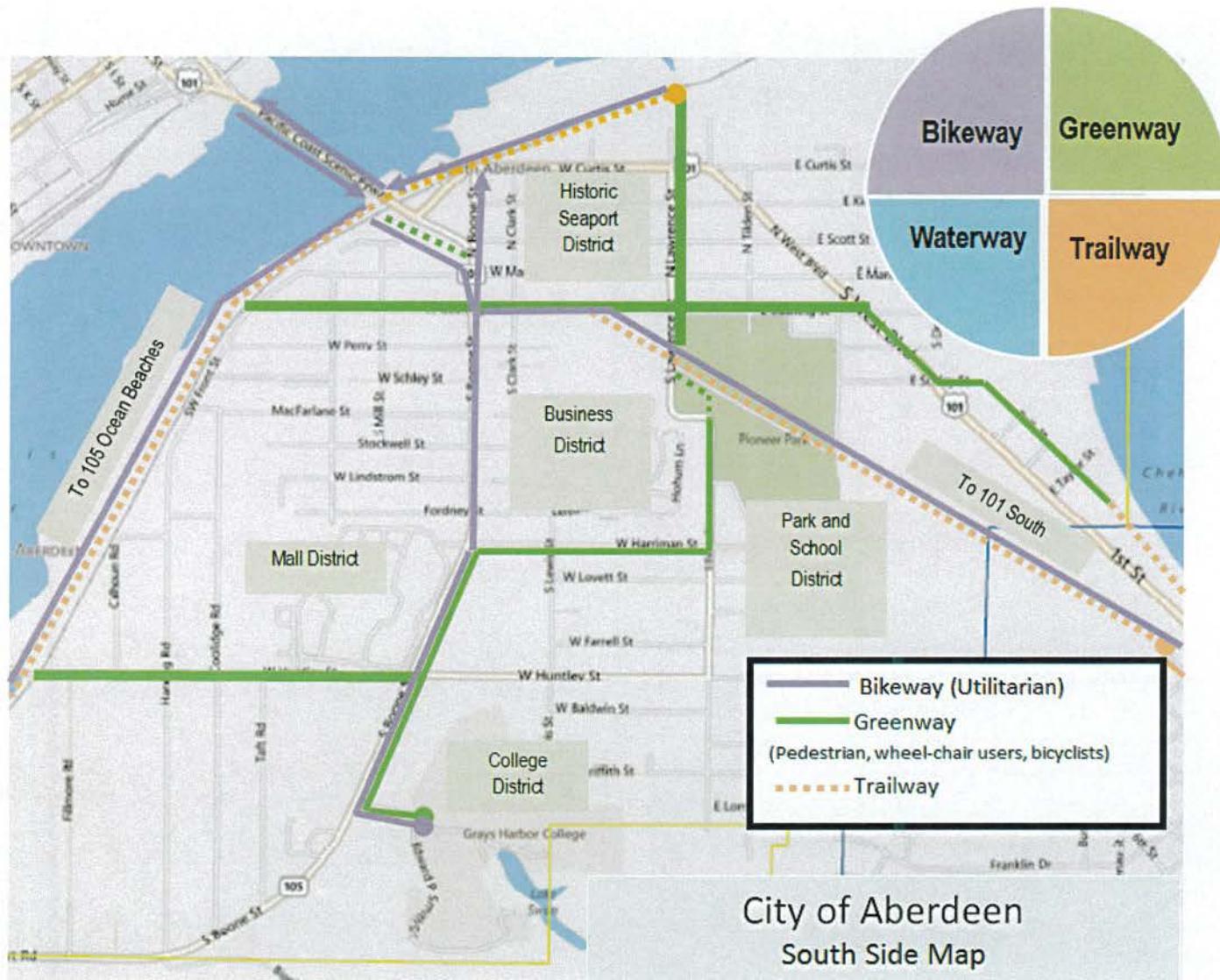
Climate, Emergencies and Sustainability

This effort focuses on incorporating strategies within the varies plans that improve water, land and air quality such as adding green infrastructure and implementing flood reduction strategies. Project visions to consider include: 1) An emergency access route layered over a portion of the trail network to provide a direct access to medical services and special needs evacuation services, 2) Flood prevention infrastructure strategies that may include storm water treatment into the green landscape counteracting water overflows while enhancing greenery within the City of Aberdeen.

Map1 -Proposed Non-Motorized Area of Use, 09/ 2015



Map 2- Proposed Non-Motorized Area of Use, 09/2015



NETWORK DEVELOPMENTS



Bikeway Route



Greenway Route

Downtown Urban Trail

Bikeway Route

Bicycle Network Development

Bikeway Network Priorities

1. Formalize a Southbound and Northbound bikeway route
2. Add bicycle safety signage for bridges and major intersections
3. Add pavement markings and universal signage to identify the bikeway route
4. Add bicycle parking for end-of-trip facilities

Considerations

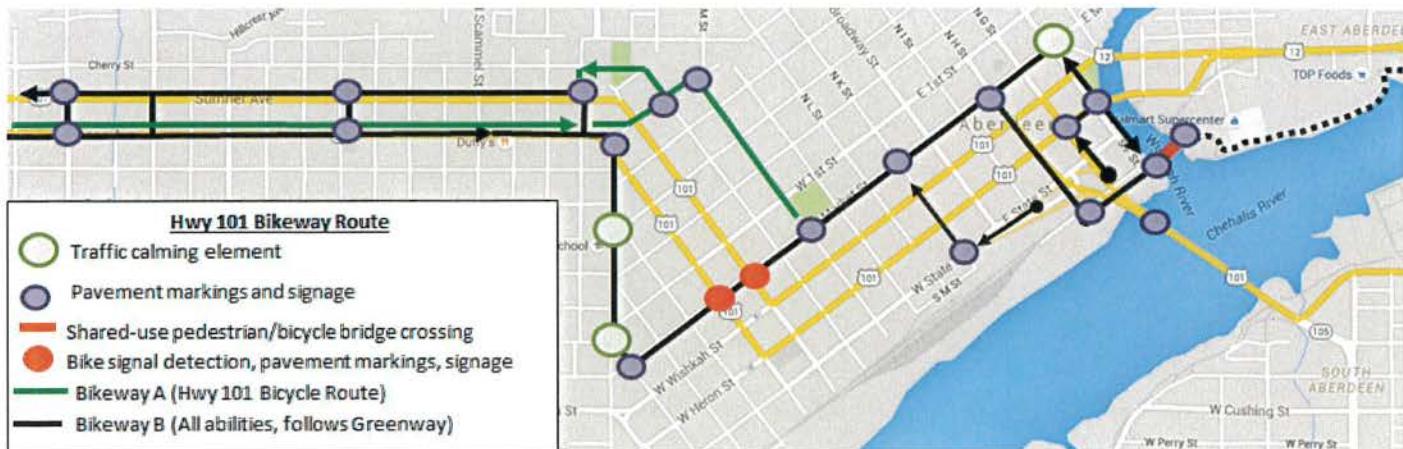
- Repave section of N Jefferson Street
- Add a paved path through Finch Playfield to connect N Michigan Street with Cherry Street
- Improve conventional bike lanes with intersection considerations on Market Street Designate a Highway 101 bikeway route through the City of Aberdeen with pavement markings and signage
- Designate a convenient and safe bikeway route through the City of Aberdeen that parallels and or integrates with the proposed pedestrian greenway
- Provide directional signage and pavement markings for access on and off the three bridges
- Provide direction and space for bicyclists exiting off of the G Street off-ramp
- Provide bicycle signal detection along the route at vehicle triggered lights
- Prioritize gap improvement needs for safe crossings and marked connectivity
- Determine and implement bikeway design standards and framework that are best practice
- Develop support programs and procedures

Table photo source- NACTO Urban Bikeway Design Guide

Roadway High traffic main arterials	 Buffered Conventional Bike Lane	 One-way Cycle-Track	Design Considerations <ul style="list-style-type: none"> • Buffered Conventional Bike Lane on the outside of parked cars • Cycle Track on the inside of parked cars
Roadway Quiet Streets and Connectors	 Directional Signage	 Directional Pavement markings	Design Considerations <ul style="list-style-type: none"> • Signage • Pavement markings • Speed management measures
Roadway Major Street Crossings and intersections	 Bicycle Signal Detections	 Shared-Use Crossings	Design Considerations <ul style="list-style-type: none"> • Directional, functional and safety signage

Map 1- Proposed Bikeway Network, 2015

This proposed network includes a pedestrian and bike crossing over the Wishkah River which would alleviate several high traffic crossings and provide a direct link from downtown to East Aberdeen.



Bikeway A (US Highway 101 Bicycle Route)

Bicycle Directions Southbound	Bicycle Directions Northbound
<ul style="list-style-type: none"> Left side bicycle lane on Sumner Ave Continue on Simpson Ave behind 'Wave Breaker' sculpture. Turn Right onto N Jefferson Street Turn onto Market Street 	<ul style="list-style-type: none"> Turn Right onto N Jefferson Street from Market Street Turn Left on to Simpson Avenue Turn right on N Michigan Street Cross through Finch Playfield to Cherry Street Turn Left on N Williams Street & Right onto Simpson Ave

Bikeway B (Greenway integration)

Sumner and Simpson Avenue Characteristics

- Major Arterial Street (US Highway 101)
- Key destinations and services along the route
- Main Transit Route
- High volume of pedestrian and wheel-chair crossings

Bikeway Design Consideration

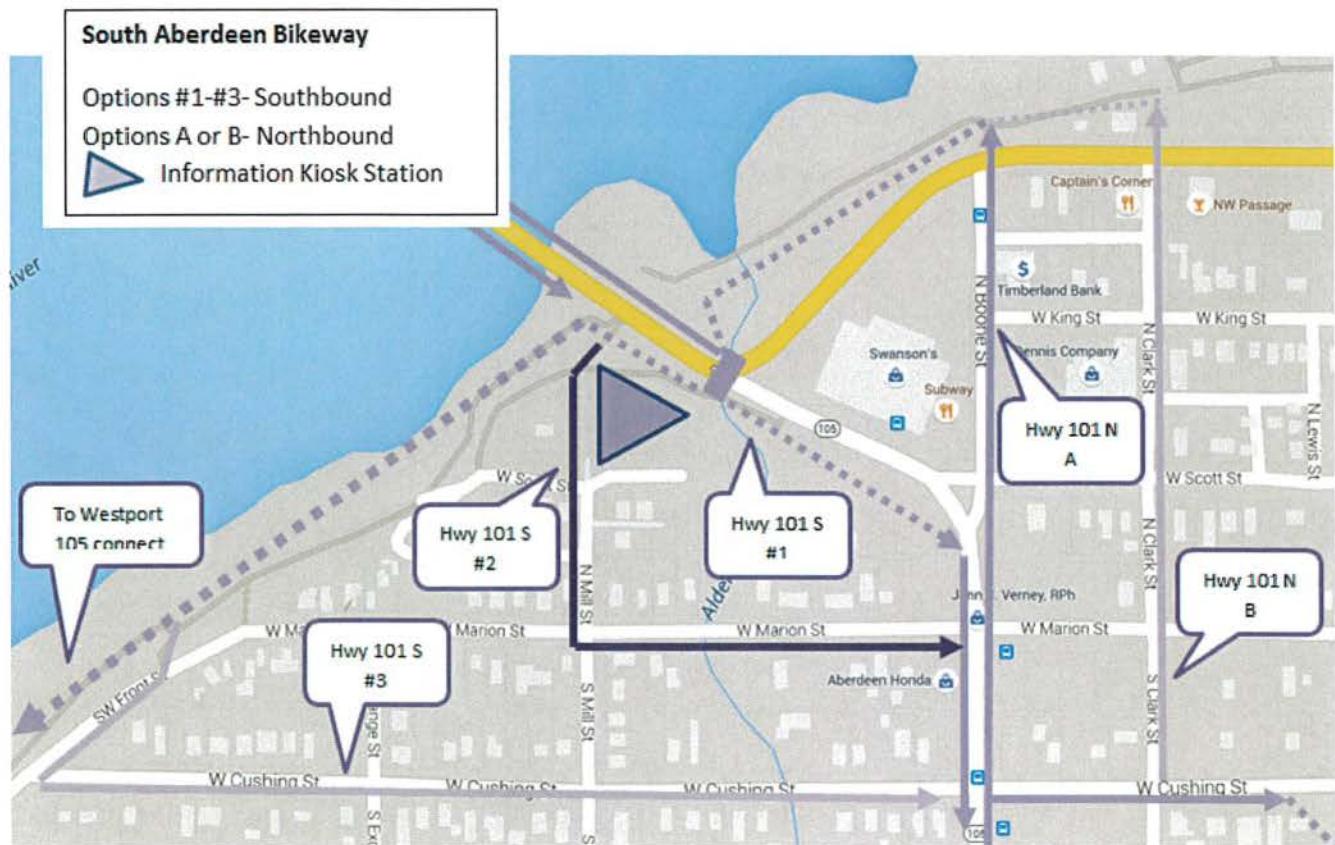
- Designate and design an Inter-Urban bikeway route on the west side of Simpson Avenue. Integrate the bikeway with the greenway route to include pedestrians, wheel-chair users, transit riders and bicyclists of all ages and abilities. Install safe crossings at key destinations: 1) Oak Street, Haight Street, N Thornton or Williams Street.
- Design a protected bike lane (or cycle track) that is physically separated from motor vehicle traffic by a barrier that provides a sense of being a separated space. The bike lane may be parallel to the sidewalk and merge onto a raised cycle track (sidewalk) to safely bypass bus stops and or ADA accessible parking. Ensure intersection treatments follow updated design guides, such as the NACTO Urban Bikeway Design Guide, <http://nacto.org/publication/urban-bikeway-design-guide/> and updated Washington State Department of Transportation Design Manual, 2015, <http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm>.
- Refer to Manual of Uniform Traffic Control Devices for developing universal bike route signage, <http://mutcd.fhwa.dot.gov/>.

Cycle Track and Shared Sidewalk (Urban Trail) Design Sample



Map 2- Southbound Proposed Bikeway Route, 2015

The base of the Chehalis River Bridge in South Aberdeen is extremely difficult to navigate and a high safety concern for bicyclists, pedestrians and wheel-chair users. There is a sidewalk on both sides of the bridge along with two trail heads. A crosswalk at the base of the bridge, bicycle infrastructure, along with safety, directional and informational signage would greatly improve the usability, connectivity and safety of this corridor. It is recommended to work with Washington State Department of Transportation (WSDOT), City of Aberdeen Parks and Recreation and the Historic Seaport Landing to determine bicycle connectivity and infrastructure within this area.



Greenway Route

Pedestrian and Bicycle (combined) Network Development

Overview

The City of Aberdeen strives to develop a non-motorized network that is safe and provides a supported sense of safety for all modes, including pedestrians, wheel-chair users, bicyclists, transit riders and motorists. The proposed greenway network is a way to direct non-motorized traffic along a designated and well developed route that allows for additional connections as the network expands. This section recommends a combination of infrastructure including shared-use sidewalks on arterial streets and traffic calming elements on low volume streets.

Greenways, sometimes referred to as neighborhood bikeways, provide a community-oriented and park like experience for people of all ages, comfort levels and abilities. Threading a greenway through the downtown district and creating intentional loops that showcase art, culture and natural landmarks offers a walkable friendly atmosphere for residents and tourists to enjoy and remember.

Greenway Network Priorities

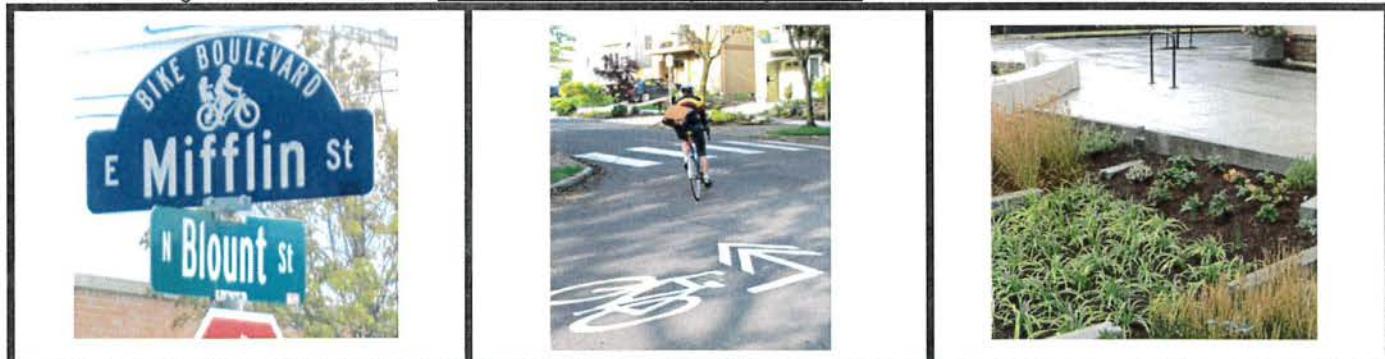
1. Formalize a main greenway route and identify future connectors
2. Construct safe crossing facilities along the main greenway route
3. Add identification markers such as signage and pavement markings
4. Research flexible design criteria and green elements and solidify the vision

Consideration

Images from *Cycle Tracks: Concepts and Design Practices, February 17, 2010 Association of Pedestrian and Bicycle Professionals (apbp), Expertise for sustainable Transportation, slide show.*



The below images are from the on-line NACTO Urban Bikeway Design Guide.



Proposed Greenway Routes

Map 1- West Aberdeen Greenway



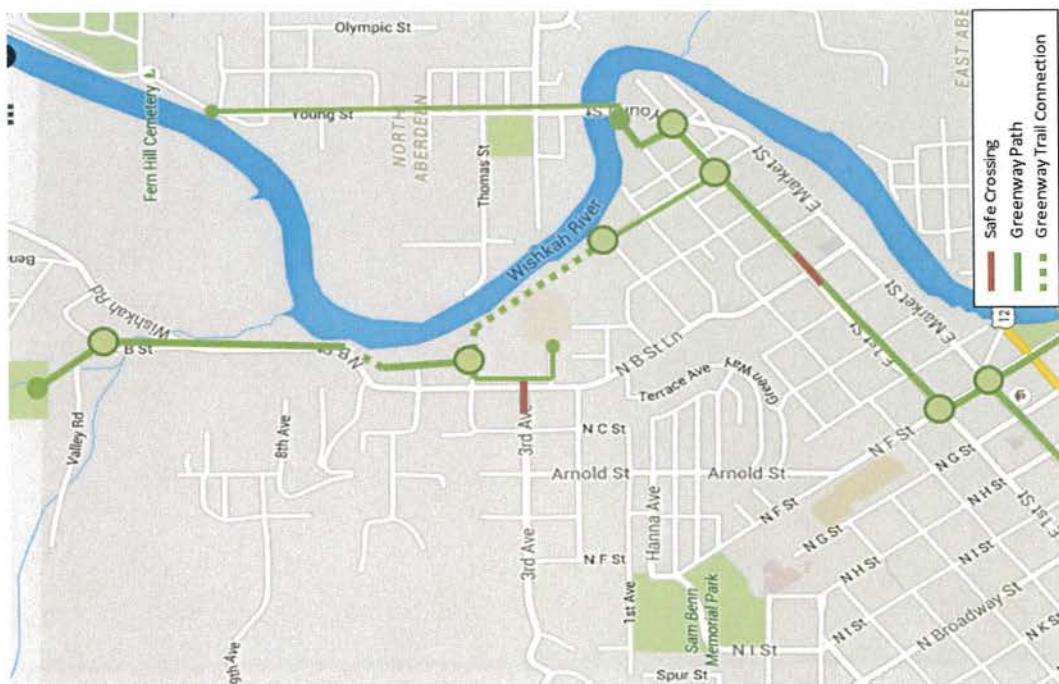
Map 2- Downtown Greenway



Map 3- South Aberdeen Greenway



Map 4- Northwest Aberdeen Greenway



Map 5- East Aberdeen Greenway



Icon Key

	<ul style="list-style-type: none"> • Pedestrian sidewalk • Bicycle in roadway • Historic Neighborhood Access Loop
	<ul style="list-style-type: none"> • Pedestrian enhanced sidewalks • Bicycle Parking available
	<ul style="list-style-type: none"> • Shared sidewalk and or path • Movement in both directions • Downtown 1 mile loop
	<ul style="list-style-type: none"> • Identifiers and/or green elements
	<ul style="list-style-type: none"> • Pocket park, traffic calming element
	<ul style="list-style-type: none"> • Pocket park, information and or attraction



Morrison Riverfront Walkway runs between the backside of the mall and waterfront



One design consideration for trails is designating space for walkers and bicyclists. If a trail is narrow, it may be beneficial to add a separate path to increase a sense of safety and ease for the foot traffic. Shown is a sample pathway that provides separation between bicyclists & pedestrians

Photo: City of Portland, South Waterfront, bikeportland.org

Downtown Greenway Loop (Urban Trail)

The downtown district is a place of revitalization, restoration and rejuvenation where community groups are partnering with the City to find ways to make it shine with spaces where people are motivated to shop, explore, live and work.

Key Components for Downtown Revitalization

Housing and lodging– working with partners to revitalize lodging options and property values
Transportation-Increasing livability by considering the functionality and mobility needs of all users and abilities
Art and Music- Creating a visual understanding of the culture and history of Aberdeen through artistic murals, sculptures and events

Aberdeen Revitalization Movement-Community focused approach to revitalize the downtown area to attract residents, visitors, investors and businesses
Green Elements and Spaces-Developing and enhancing green space for residents and visitors
Historic Preservation- Preserving the historic stories and places that are unique to Aberdeen

Downtown Greenway Loop (Downtown Urban Trail)

The downtown area is divided by a major highway arterial with a high volume of traffic. Most bicyclists stick to the sidewalks and alleyways as a way to navigate the busy streets. Often we see pedestrians using the alleyways to connect to key destinations. Recently, Heron and Wishkah Street reduced their lanes from three to two allowing for wider parallel parking and potential bicycle infrastructure. The downtown greenway loop was developed to address a variety of needs and desires, such as:

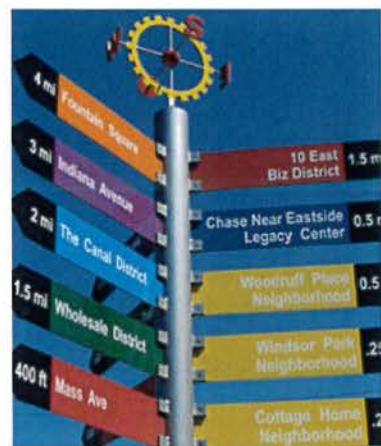
- Providing an intentional flow of movement for pedestrians and bicyclists that connect to key destinations at various locations within the downtown district.
- Provides a sense of safety and enjoyment for bicyclists and pedestrians that are buffered from motorists.
- Highlights a main route that can be developed and showcased for residents and visitors as a main attraction and active living incentive.
- A highly visible route that is recognized, understood and respected by motorists
- Narrows and streamlines the focus for network development that is easily prioritized and implemented over time.
- Provides a clear and shared vision for community groups and organizations to contribute to and blossom, such as adding artistic and historical markers along the route.

The overall vision of the urban trail is inspired from the Indianapolis Cultural Trail project. The vision blends well with the City of Aberdeen's already wide sidewalks that may be developed, redesigned and or enhanced to capture a similar feel for pedestrians and bicyclists to enjoy.

The urban trail loops moves along designated sidewalks within the downtown core, connecting people to lodging, shopping, waterfront and community gathering destinations. Along the way people may discover themed historical elements and art that share a story of Aberdeen in the past and present. Bicycle parking is provided at specific locations along the trail to stop and discover more deeply the various shops, restaurants and businesses within the downtown core and waterfront. Segments of the loop intersect with connections to Aberdeen's Historic Hill Neighborhoods, Kurt Cobain's Memorial Park and waterfront trailways, see [Appendix 3D and 3E](#).

One area of the downtown urban trail that is of needed aesthetic and safety attention is Chehalis River Bridge underpass. This area connects walkers and bikers from the downtown district to the Chehalis River Bridge pedestrian on-ramp. Working in partnership with Washington State Department of Transportation (WSDOT) it is recommended to develop a plan that provides a vision for a safe and safe feeling environment where families and people of all ages are comfortable walking and biking through this area. Some thoughts to consider:

- Designate a shared-use pathway that connects from downtown to the pedestrian on-ramp and future waterfront park, levee trail and pedestrian bridge
- Paint the cement columns and structures vibrant colors
- Add sculptures and or paneled murals to WSDOT's fenced off areas
- Provide LED lighting for the multi-use pathway, sidewalks and pedestrian on-ramp
- Add directional signage (wayfinding)
- Add information signage (wayshowing)
- Provide green elements, art and pocket parks along the multi-use trail
- Relocate the mobile syringe exchange program to an alternative location
- Partner with YMCA for exercise programs along the trail and at the various pocket parks



Source- Storrowkinsella.com, Indianapolis Cultural Trail



US Highway 101 Bicycle Tourist looking for the Chehalis River Bridge pedestrian on-ramp

Chehalis River Bridge Connection Consideration

H Street (Bridge Connection)

Observations

<ul style="list-style-type: none">• Direct connection to Chehalis River Bridge underpass on-ramp• Out of town bicycle tourists are directed to H Street to cross the bridge	<ul style="list-style-type: none">• The bridge has multiple perceived access points with no bicycle or pedestrian signage to suggest or prevent how to approach the bridge• H Street is a main arterial for traffic accessing the Chehalis River Bridge on-ramp
--	--

Bikeway Design Considerations

- Provide safety and directional signage for bicyclist along H street towards the preferred bicycle and pedestrian on-ramp
- Provide a conventional right hand bike lane on H Street between Market and Wishkah Street



- Merge the H Street bike lane onto the right sidewalk between Wishkah and State Street
- Provide 'Art Alley' signage at the entrance of the alleyway on H Street, directing bicyclists Right to downtown shops and eaterie



- Add Pedestrian Island, decorative crosswalk pavement marking and greenscapes.



- Provide a marked pathway to the bicycle and pedestrian on-ramp under the bridge
- Provide safety signage preventing bicyclists and pedestrians from using the vehicle on-ramp and sidewalk on H Street



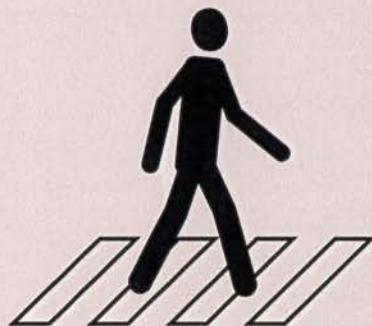
- Highlight crosswalks and pavement markings directing pedestrians and bicyclists along route to the pedestrian/bicycle sidewalk on-ramp



- Provide signage and safety, etiquette information for crossing the bridge safely
- Increase the sense of safety with lighting, sight barrier removal or redesign



SAFETY & CONNECTIVITY



Safe Crossings

Bridge Crossings

Urban Core Connections

Safe Crossings

Non-Signalized Crosswalks

The following list provides considerations for safe crossing improvements, such as amber flashing beacon light system.

West Aberdeen	South Aberdeen	East Aberdeen	North Aberdeen
<ul style="list-style-type: none">• Oak Street and Simpson Ave• Haight Street and Simpson/Sumner Ave• N Williams or N Thornton St and Simpson/Sumner Ave• 1st and N Park Street.	<ul style="list-style-type: none">• Base of the Chehalis River Bridge, at junction of US Highway 101 and Highway 105• W Huntley St and S Boone St• S Boone St and Grays Harbor College Entrance• US Highway 101 and N Lawrence St	<ul style="list-style-type: none">• US Highway 12 and S Harbor St (Harbor Street)• US Highway 12 and S Harbor St (Wishkah Street)• <i>Bicycle Crossing on Hwy 12 and Junction City Road</i>	<ul style="list-style-type: none">• E 1st St and N B St• N B St and Valley Rd (entrance to Steward Memorial Park)

It is recommended that an audit of existing systems occur with a schedule to replace all signal crossing systems that do not meet current standards. In addition, every five years the Public Works Department shall provide a report on the functional operations of all signalized crossing systems.

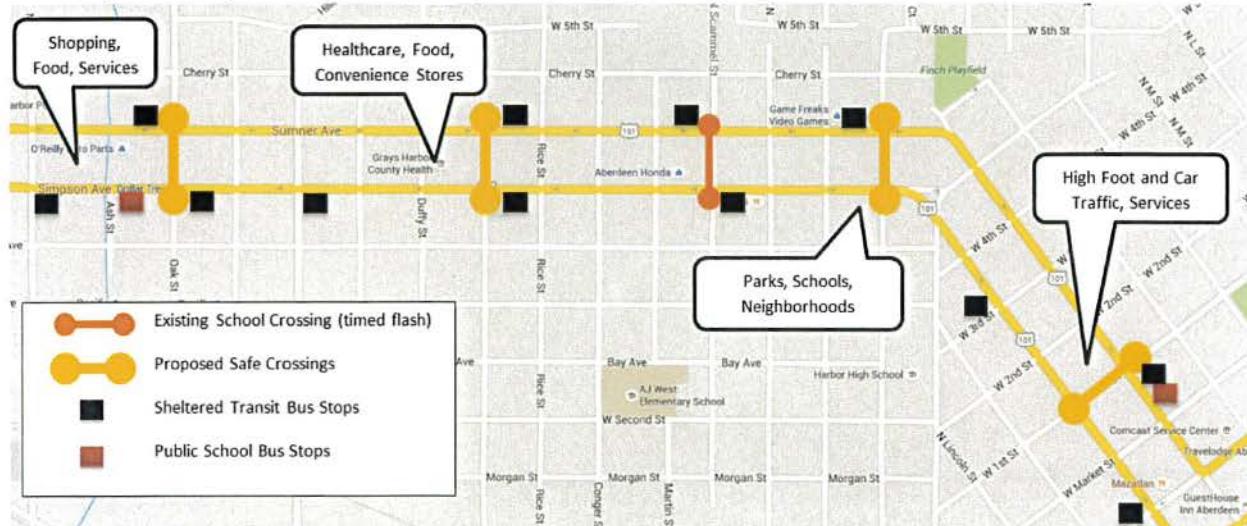
Transit and Public School Bus Stops

Integrating pedestrian, bicycle access and safe crossings with Grays Harbor Transit and public school bus stops are in high need due to many being located along high traffic arterial streets. Infrastructure recommendations include ADA accessible sidewalks and possible relocation for more space away from high traffic. Two high need areas to consider include:

- Grays Harbor Transit Bus Stop on Oak and Simpson Street
- Public School Bus Stop on Ash and Simpson Street in the Les Schwab Tire Center parking lot
- Both transit and Public School Bus Stop between W 1st and W Market St

A recommendation is for the City of Aberdeen to develop a transit corridor plan in collaboration with Washington State Department of Transportation (WSDOT) and Grays Harbor Transit to improve access, safety and physical condition of existing bus stops on the main arterials and state highways.

Conceptual Map- Safe Crossing Considerations along US Highway 101, 2015



Bridge Crossings

In order to completely connect around Aberdeen a pedestrian and bicyclist will at some point need to cross a bridge. Comfort levels and opinions vary on if and how a person should cross a bridge by bike or foot. Currently, there is no local signage or information posted that offer direction or etiquette for getting on, over or off a bridge. Residents have a variety of preferences that range from walking and biking on the sidewalk to and biking on the roadway. This section offers recommendations to consider for increasing understanding and safety for all road users crossing the bridges in Aberdeen.

Chehalis River Bridge



A cyclist is shown crossing the Chehalis River Bridge on the roadway.

Observations

<ul style="list-style-type: none">There are sidewalks on both sidesThe sidewalk has lighting only on the East sideThere are 2 intentional sidewalk access ramps, 2 additional that can be accessedThere are wide shoulders inferring a bike lane on the on/off ramps connecting to State Street that narrows when approaching main bridge	<ul style="list-style-type: none">Automobiles expect to see bicyclists on sidewalk not the bridge roadwayThere is no crosswalk at the base of the bridge, however, people will try and cross rather than walk a block down to the designated crosswalkPeople walk/bike with and against traffic on the sidewalks
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Considerations

<ul style="list-style-type: none">Decrease confusion of how to access the bridge by providing signage and pavement markingsProvide a local and county bicycle/pedestrian map at the base of each side of the bridge for people to decide if they want to navigate over and what to do once they reach the other sideBlock off the sidewalk on the H Street motorist on-rampProvide infrastructure that increases the sense of safety and direction when accessing the pedestrian on-ramp under the bridge South of State StreetHave 'US Highway 101 South Bicycle Route' signage on H Street directing riders under the bridge to the pedestrian sidewalk on-ramp	<ul style="list-style-type: none">Install a pedestrian/bicycle crosswalk at the base of the bridge to link the two trail systems and bridge sidewalksProvide signage on how to access the pedestrian on-ramp from State StreetProvide a ramp and signage for bicyclists on the East sidewalk who either want to continue on the sidewalk down G Street or take the State Street (signage to downtown or US Highway 101 North)Add lighting on the West sidewalkAdd a safety railing along the center of the bridge where the side transitions from cement to a metal railingProvide signage that allows pedestrians to walk both ways, but for bicyclists to ride with traffic
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The bicycle tourists are commonly directed by maps to cross the Chehalis River Bridge from H Street. The riders in this picture are looking for a safe way to cross.

Chehalis River Bridge Northbound

This picture shows the pedestrian sidewalk connecting to G Street, built around the outside of the State Street off-ramp. The State Street off-ramp was built with a wider shoulder that provides space for bicyclists. The City should consider: 1) an addition of a ramp off the sidewalk for cyclists to exit using the State Street off-ramp and 2) an addition of a ramp for cyclists who wish to exit the roadway and enter the sidewalk onto G Street. Signage that directs cyclists to US Highway 101 North for the State Street off-ramp and downtown for the G Street off-ramp is recommended.



Chehalis River Bridge G Street off-ramp

Bicyclists are encouraged to use the pedestrian sidewalk to cross the Chehalis River Bridge. If bicyclists continue on the sidewalk they will approach the corner of G and Heron Street. It is recommended to direct cyclists to the left side of Heron Street, heading east to connect with East Aberdeen and/or Market Street. Signage and pavement markings are recommended to direct the bicyclist along a designated route.



Chehalis River Bridge Southbound

This picture shows a pedestrian sidewalk on the right that begins with a set of stairs. At the end of the sidewalk is the merging of the State Street on-ramp. This is an unmarked crossing with little visibility. It is recommended to block off this sidewalk to pedestrians and direct them, with signage to the pedestrian on-ramp under the bridge at the end of H Street.



Heron Street Bridge

Observations

- Traffic runs one-way Eastbound
- There is a pedestrian sidewalk attached to the North side of the bridge
- This is a high foot traffic area for people traveling from downtown to Shopping Center

- Automobile visibility and/or awareness of the crosswalk are low
- People cross Heron Street at undesignated areas

Considerations

- An addition of a pedestrian/bicycle sidewalk that is located on the south side of the Heron Street Bridge to remove the need for pedestrians, wheel-chair users and bicyclists to cross a high traffic arterial street

- Add signage, pavement markings, sidewalk modifications and a push-button crosswalk on S Harbor Street and Heron Street for increased safety

Table - Heron Street Bridge Snapshot



- Consideration to add a pedestrian/bicycle bridge or sidewalk: 1) On right side of the Heron Street Bridge 2) Stand-alone shared-use bridge or 3) Addition of a pedestrian/bicycle crossing along the railroad bridge



- Entering Heron Street Bridge. Bicyclists may misinterpret wide shoulder on the left for a bicycle lane. Pavement markings and safety signage recommended



- Bridge is narrow with grated top, recommendation for bicyclists to use the pedestrian sidewalk to cross the bridge



- Existing Crosswalk is two blocks down from Heron Street Bridge. Consideration to add an amber flashing beacon cross walk system with warning signals at the bridge and lighting

Wishkah River Bridge

Observations

<ul style="list-style-type: none">• Traffic runs one-way Westbound• There is a pedestrian/bike sidewalk on both side of the bridge• There is no signage or pavement markings for bicyclists recommending to use the bridge sidewalk	<ul style="list-style-type: none">• There is no bike lane or safe transition from sidewalk to roadway when exiting the Wishkah Bridge• People cross Heron Street at undesignated areas• A bridge cross guard arm holder is in the center of the sidewalk
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Considerations

<ul style="list-style-type: none">• Add signage, pavement markings, sidewalk modifications and a push-button crosswalk or intersection light for increased safety and understanding• Add an ADA sidewalk ramp off of bridge sidewalk onto S E Street for access and safety	<ul style="list-style-type: none">• Redesign cross guard holder placement• Add signage, pavement markings, sidewalk modifications and an amber flashing beacon crosswalk system on S Harbor Street and Wishkah Street for increased safety
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Table- Wishkah River Bridge Snapshot



- Consideration to add pavement markings and signage directing bicyclists onto the shared-use sidewalk

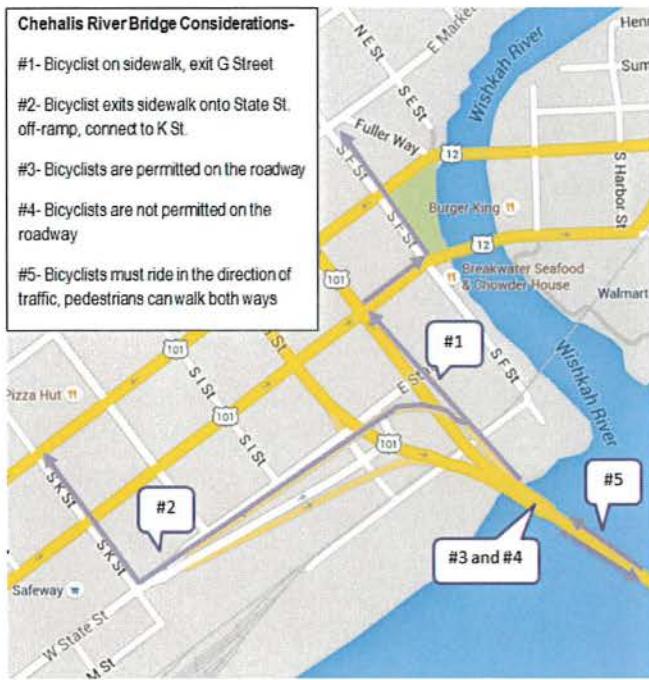
- Safety signage warning bicyclists of grated bridge; bicyclists encouraged to use sidewalks

- Recommendation to create a ramp exit for pedestrians, wheel-chair users and bicyclists from the bridge sidewalk. Signage directing to Market Street, bicycle lane and sidewalks



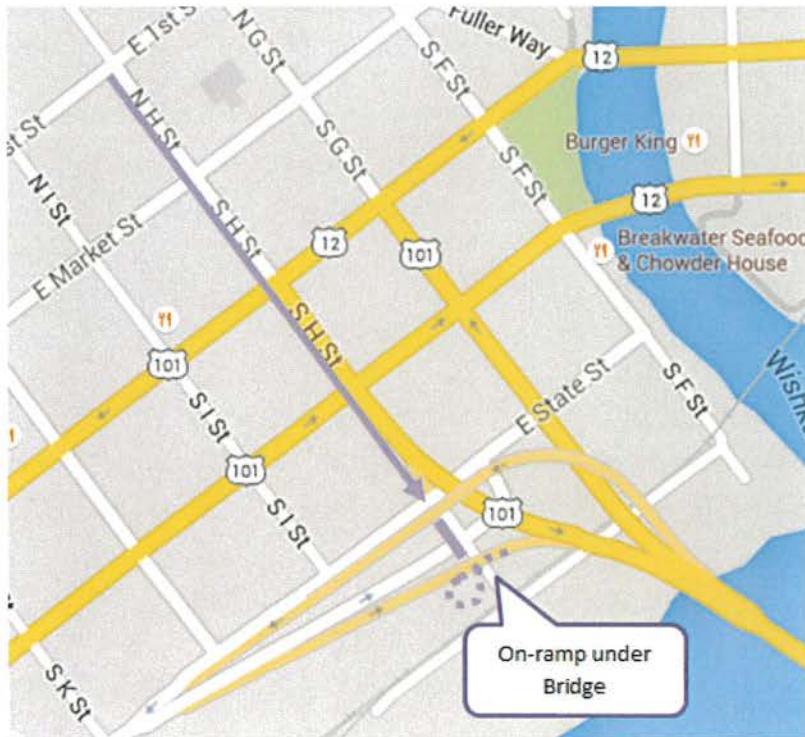
- Cross guard directs pedestrians and bicyclists towards traffic.
- Recommendation to direct bicyclists on sidewalk to F Street.

Map 6- (Northbound Cyclists) - Chehalis River Bridge Designation Options



WSDOT site visit assessing feasibility of a sidewalk ramp for bicyclists on the Chehalis River Bridge

Map 7- (Southbound Bicyclists)- Chehalis River Bridge Access Point



On-ramp under the bridge

There are three connection streets to consider that each have unique challenges and benefits. It is recommended to designate one of the following streets, adding needed infrastructure:

H Street – High traffic volumes

I Street – Parking congestion and narrow street

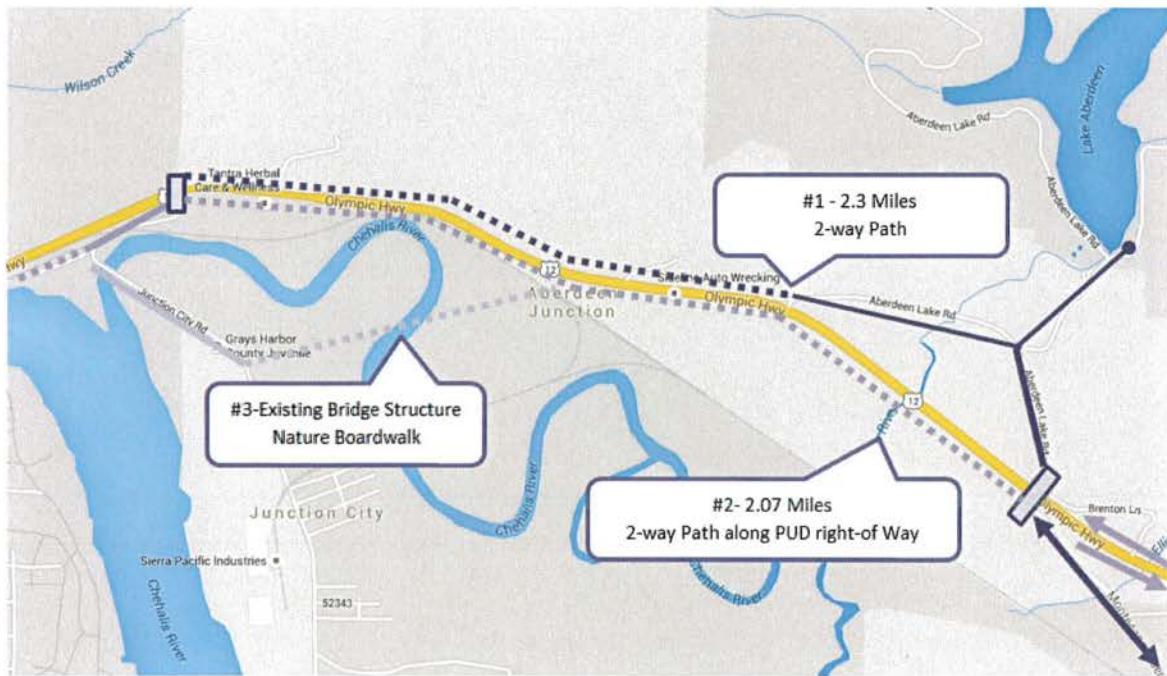
Broadway Street- Angled parking

K Street- One-way road on State Street

Urban Core Connections

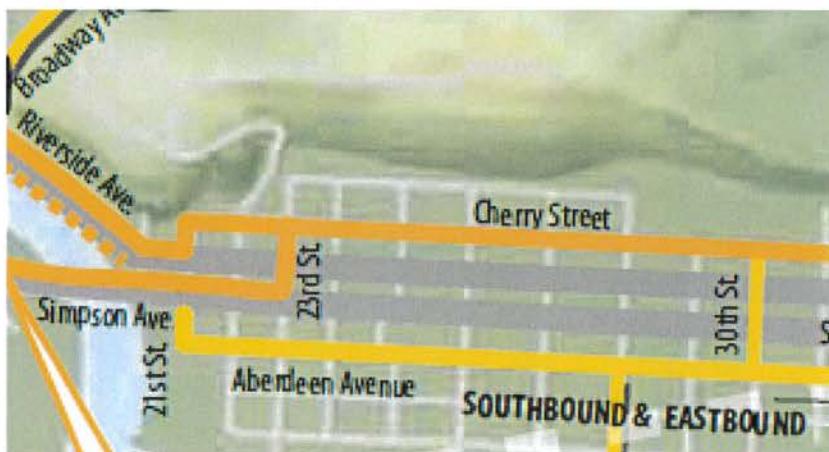
Map 8- Highway 12 east and westbound access for the City of Aberdeen

The two miles between Junction City and Central Park Drive road has narrow /minimal shoulder on the South side of the Highway. This is the main bicycle route into the City of Aberdeen from East County. A feasibility study in partnership with State, County and City is recommended to outline a plan to increase the safety of this corridor.



This section of US Highway 12 is a barrier for touring bicyclists and east county bicycle commuters. A collaborative feasibility and economic benefit study with the city, county and state is recommended.

When coming off the Simpson Avenue Bridge in Hoquiam, bicyclists are on the left side of the road. Currently, the Grays Harbor County map suggests bicyclists turn on 23rd Street to connect with Cherry Street. In the future, a left handed bike lane on Simpson is recommended for consideration.



Grays Harbor County Bicycle Map, 2015 snapshot

Trail, Parks and Waterways



Trailways



Waterways

Trailways

Trail Network Development

The City of Aberdeen has the unique treasure of being hemmed in by water and waterfront beauty. The City Parks and Recreation Department has developed two walkways that skirt the Chehalis River waterfront providing access for a variety of recreational activities. Through the development of an integrated pedestrian and bicycle system, the trails are an invaluable piece to the overall experience. This section provides a list of recommendations to increase the usability and integration into a larger transportation and recreation system.

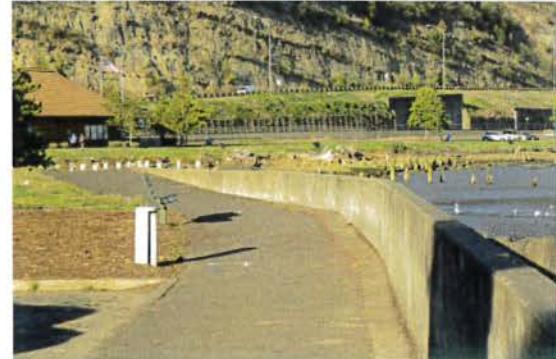
Morrison Riverfront Walkway

Trail Priorities

1. Signage color standard assessment and clarification as a multi-use path
2. Access for bicycles and wheel-chair use to walkway
3. Add 'sense of safety' elements and programs
4. Access for ADA fishing and Kayaking launch

Observations

- This trail connects US Highway12 at Junction City with East Aberdeen
- This paved trail is less than 10-12 feet wide
- This trail is popular for fishermen, joggers, walkers and those visiting the playground
- There are bicyclists who use this trail to commute to work
- Trail enhancements, such as lighting, benches and trash receptacles vary along the different segments of the trail



Morrison Waterfront Trail

Considerations

- Add destination map with the development of an interactive sculpture walk that spans the length of the trail
- Add an ADA fishing dock / paddle launch next to the existing park pier
- Investigate the feasibility of a formal paddle launch site and mooring dock by the Compass Rose
- Add etiquette signage for bicycling and add a parallel path for bicyclists separate from walkers at certain locations along the pathway
- Create a pocket park behind TOP foods that encourage use, such as sheltered station for fisherman, dogs on leash area and or food carts
- Coordinate with the Police Department to provide bicycle surveillance along the trail to increase a sense of safety

- Post a trail map with markers at designated areas
- Research grants for LED lighting and other trail enhancements
- Provide bicycle parking at the playground area
- Add a 'Welcome to Aberdeen' sign at the Junction City trail entrance
- Add designated Bike Route signage
- Add road access points for bicyclists and wheel-chair users to exit and enter the trail at the park and Rotary Log Pavilion
- Work with new and established business to provide access, green elements and connections to the waterfront walkway within their building design and implementation
- Provide bicycle parking at the Compass Rose, Rotary Club Log Pavilion and Playground

Basich Trailway & Pioneer Park

Trail Priorities

1. Signage and markers at trail heads
2. Add pathway connections to the Elementary School
3. Add a bike lane on Lawrence and W Cushing Street

Observations

- This trail connects South Aberdeen with Cosmopolis
- This trail is shown on the County Bicycle map as a US Highway 101 bicycle route connection

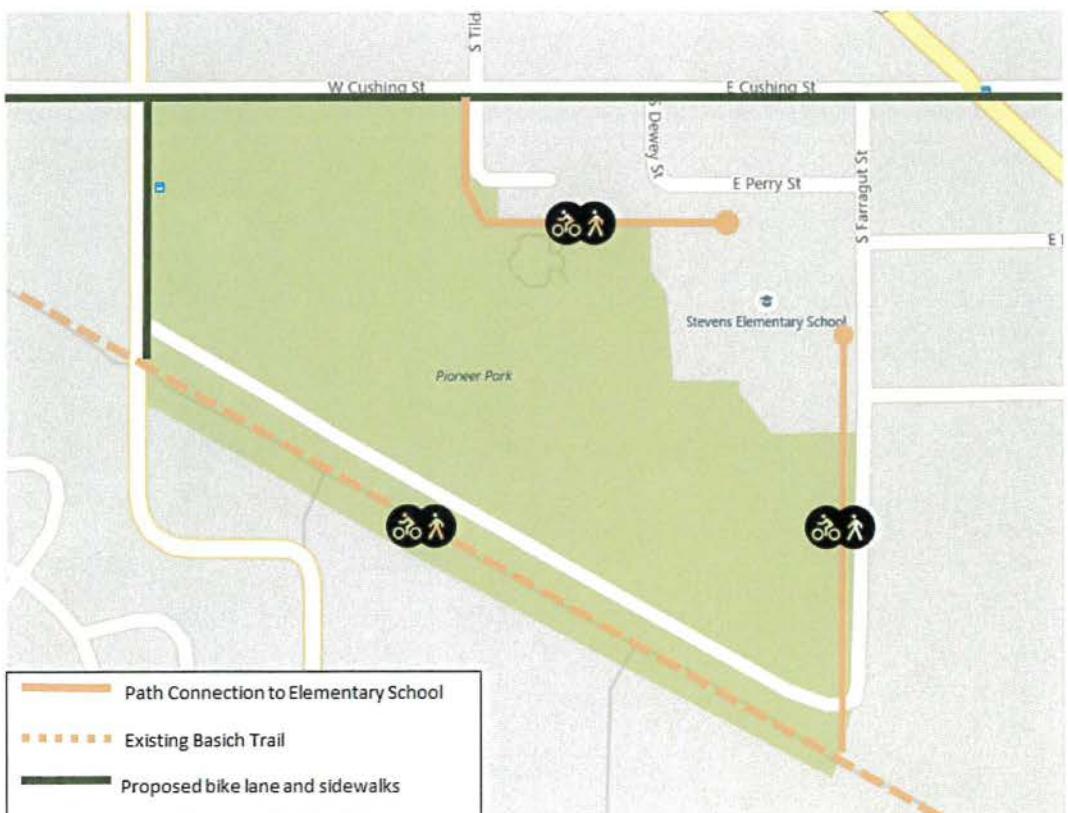


Basich Trail and Lawrence Street

Considerations

<ul style="list-style-type: none">• Provide 'Bike Route' signage and a urban core bicycle map at the trail entrance on W Cushing Street and S 2nd Street in Cosmopolis• Add directional signage and markers on Lawrence Street for various attractions, such as the Historic Seaport, Elementary School and Skate Park	<ul style="list-style-type: none">• Add two pathway connections to Elementary School for safe walk/bike to school options. (see map below)• Add bike lanes and sidewalks connecting the Basich Trail, park and Elementary School• Add shared-use and etiquette signage• Provide bicycle parking at the skate park and or tennis courts
--	---

Pioneer Park Concept Map, 2015



Finch Playfield (Spray Park)

Trail Priorities

1. Paved path that links Cherry Street with N Michigan
2. Bicycle Parking
3. Bike Route signage and markers

Observations

- Cherry Street is a main access point for the park and used by bicyclists and families with strollers



N Michigan and Finch Park

Considerations

- Provide signage and a paved pathway through the park connecting Cherry Street and N Michigan St
- Provide bicycle parking

Finch Playfield Concept Map, 2015



Chehalis Waterfront Walkway

Trail Priorities

1. Safety, etiquette and multi-use signage
2. Safe access for bicycles and wheel-chair use
3. Add 'sense of safety' elements and programs
4. Add place making elements

Observations

- This trail connects the Totem Pole Park at the South side of the Chehalis River Bridge with the Bishop Athletic Complex
- This is a paved trail with cement and rope barriers at various access points
- This is a non-motorized multi-use trail, signed as a walkway
- Users observe youth ATV riders on the trail
- Users and potential users are concerned for their safety on this trail
- There are limited trail enhancements, such as signage, lighting, benches, trash receptacles
- A trail map is posted the main entrance of trail

Considerations

<ul style="list-style-type: none">• Design a place-making plan to strategically integrate points of interest along the trail, such as sculptures, viewing areas, etc.• Research grants for LED lighting and other trail enhancements• Add Bike Route signage and map at the beginning of the trail for those traveling to and from Westport• Coordinate with the Police Department to provide bicycle surveillance along the trail to increase a sense of safety	<ul style="list-style-type: none">• Ensure design standards are used for access points for bicyclists, emergency access vehicles and wheel-chair users to exit and enter the trail safely• Add a multi-use paved connection to a proposed Chehalis River Bridge crosswalk and towards the existing crosswalk through Totem Pole park• Add signage to all access entrance and exit points
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Chehalis River Walkway Posts / Bollards



Chehalis River Walkway Rope Barrier

The routine use of posts (bollards) to restrict motor vehicle traffic is not recommended. If used, the use of one bollard in the center is preferred, if an odd number of posts space at 6 feet, two posts are not recommended. Reference from the Development of Bicycle Facilities from the American Association of State Highway and Transportation Officials (AASHTO), 2012, Chapter 5: Design of Shared Use Paths.

Zelasko Park

Trail Priorities

1. Add a paved connecting pathway
2. Add waterfront viewing platform
2. Add a boat dock with kayak launch

Observations

- This park is central to the entrance of the Downtown District and sits along the Historic F Street waterfront
- The location is between two high traffic arterials of Wishkah and Heron Street
- There are two bridges that frame the park, Heron Street Bridge and the Wishkah River Bridge

Considerations

<ul style="list-style-type: none">• Create a focal point and access route for non-motorized travel to and from the park• Designate the park as a main focal point for the proposed Levee Trail, Historic F Street and downtown greenway	<ul style="list-style-type: none">• Create interest with interactive park features such as a performance stage, waterfront viewing and dock• Frame the main arterial streets with wide and decorative sidewalks, such as brick overlay patterns to frame the park
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Zelasko Park Conceptual Map, 2015



Vancouver Canada, mermaid landmark adding visual interest and surprise along a shared-use pathway

Proposed Trail Connection

James Stewart Memorial Park to Northeast Aberdeen

Rationale

1. Provides outdoor opportunity for the neighborhood elementary school
2. Provides a safe bicycling and walking route to school
3. Potentially provides a walk-in kayak boat launch (Potential afterschool programs in coordination with the YMCA)
4. Provides a walkable and bikable link to James Stewart Memorial Park
5. Provides recreational access to the waterfront of the Wishkah River
6. Provides a connection from Northeast Aberdeen to the downtown district

Proposed Route (Picture Slideshow)

1. From Park onto N B Street
 - Add a crosswalk with multi-use pathway on East side of roadway (waterfront side)



2. Connection from 4th Avenue to N B Street
 - Add a paved shared-use trail connection to bluff



3. Connection from N B Street to waterfront trail behind Elementary School
 - Pave the roadway



4. Existing waterfront trailhead
 - Designate parking
 - Add signage
 - Incorporate a walk-in paddle launch site



5. Existing Paved Pathway



6. End of pavement

- Continue development of a paved multi-use trail that connects to the adjacent neighborhoods



7. Established waterway viewing deck



8. Potential Paddle Launch Site



9. Evidence of existing trail use with bent fence and footpath

- Formally designate and construct as a multi-use waterfront trail that runs the property line of the football practice field and connects with Chicago Avenue



Proposed Levee Trail Dike System

Defined

- A collaborative flood prevention project to consider between the City of Aberdeen and Hoquiam
- An opportunity to design a connected trail system that is integrated within the overall dike system and stream restoration project
- An opportunity to support emergency access vehicles along a portion of the levee trail
- An opportunity to increase livability and neighborhood property values with an interconnected trail and park system

Rationale

- Provides avoidance of major road arterial crossings for pedestrians wheel-chair users and bicyclists
- Provides emergency vehicle access route from downtown district to community hospital
- Provides opportunity for outdoor learning and walking school bus programs

Considerations

<ul style="list-style-type: none">• Add a bicycle and pedestrian path to the levee plan• Incorporate a separation between the bicyclist and pedestrian path with low growing green elements that also allows access by emergency vehicles• Investigate an emergency infrastructure elements that can be added to the trail design	<ul style="list-style-type: none">• Add visual interest areas for sightseeing, such as bulb-out viewing platforms or trail spurs.• Add pedestrian and bicycle facilities to the trail system• Ensure connection to existing and proposed trails and greenways
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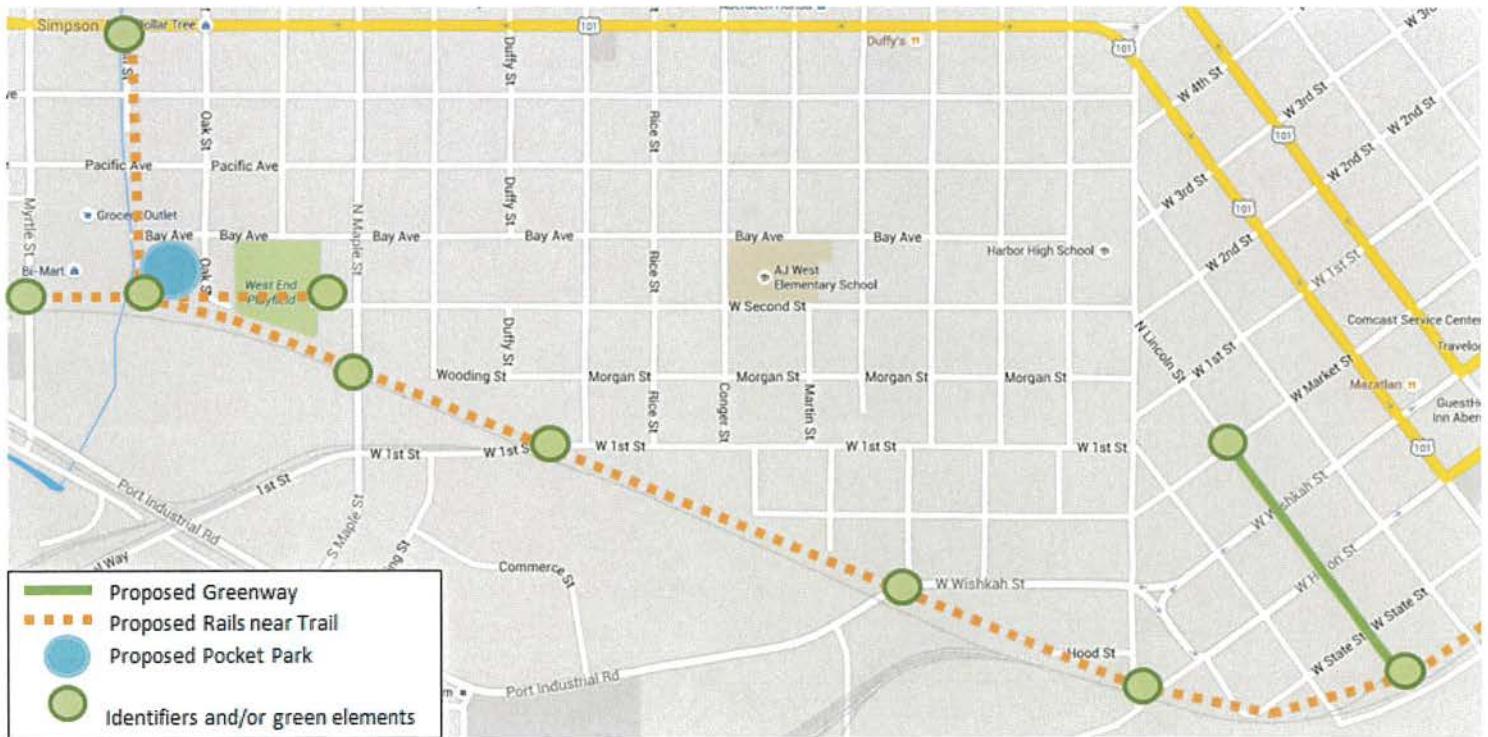
Trail Section 1

Proposed Downtown Levee Trail, Conceptual Map, 2015



Trail Section 2

Proposed 'Rails-near-Trails Multi-Use Pathway, Conceptual Map, 2015



Proposed Trail (Slide show)

Designed and created by Jarred Figlar-Barnes, Freelance 3D Modeler & ARM Volunteer

1. Crossing at Ash and Sumner Avenue

- Opportunity for pocket park and sheltered Public Bus stop



2. Fry Creek and West End Playfield

- Public Parking
- Walking track around the perimeter of the park
- Fry Creek environmental learning walkway



3. Sample of Rail near Trail

- Trail posts retrack for emergency access
- Green elements and infrastructure for non-motorized users



4. Current conditions located off of West First Street

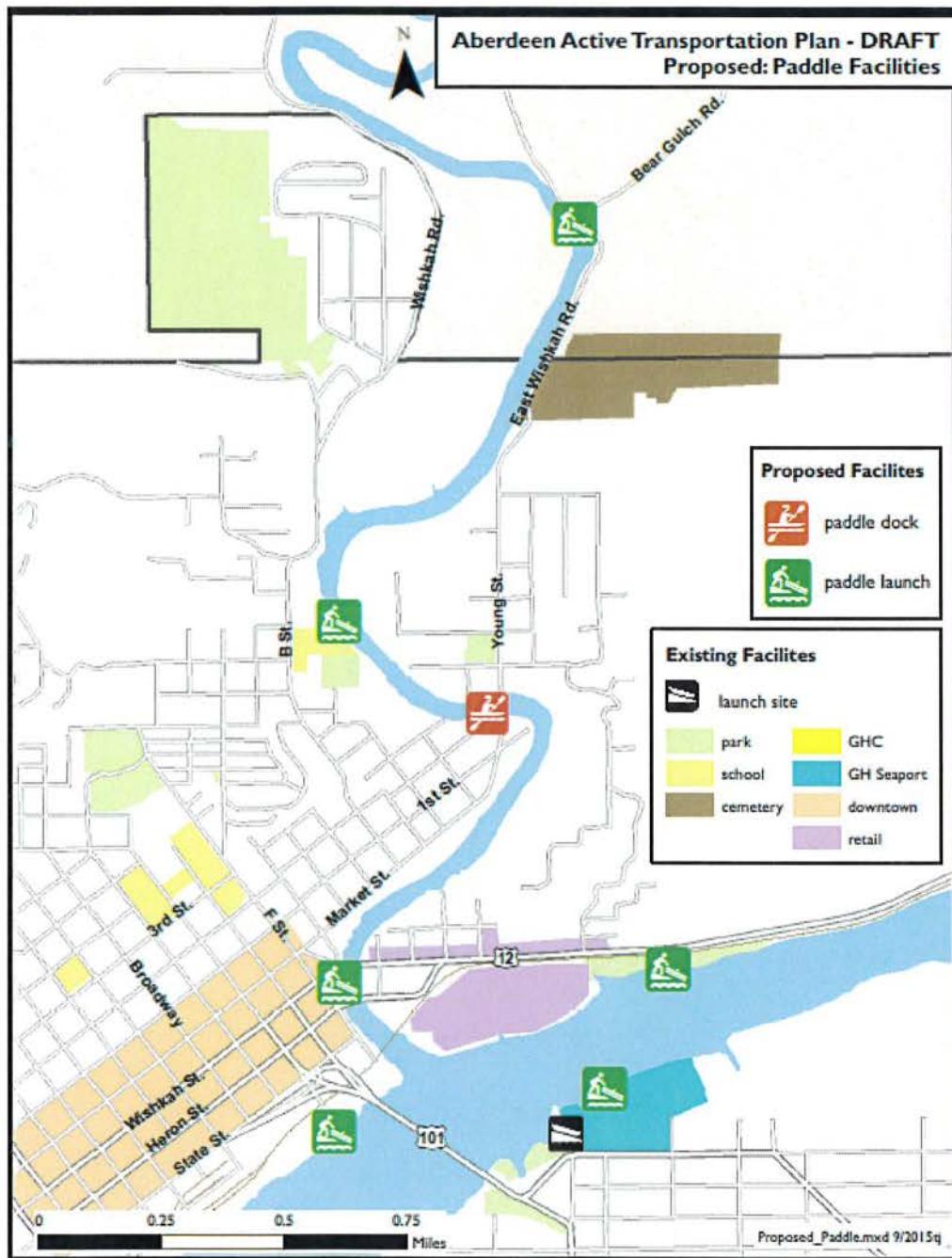


Waterways

Waterway Network Development

Potential Launch and Dock Sites

Map 1- Existing and potential paddle launch and dock sites



Paddle Launch Site Considerations

1. South Aberdeen

- Provides water access to the Chehalis River
- Historic Seaport development may include a paddle launch and dock site at the pictured location and/or at the Historic Seaport Landing



2. East Aberdeen located adjacent to the Compass Rose

- Provides water access at the confluence of the Wishkah and Chehalis River
- The non-sanctioned boat launch is currently referenced in published kayaking books as a potential take out site.



3. East Aberdeen Morrison Riverfront Park

- Access to the Chehalis River and Elliott Slough
- The Parks and Recreation department may include an ADA accessible fishing and paddle launch dock adjacent to the current pier, as shown in the picture to the right



4. Northwest Aberdeen- End of Randall Street

- A shared-use potential for a paddle launch dock at the water pump station along the Wishkah River



5. Walk-in Paddle launch site

- Located behind Robert Gray Elementary School along the Wishkah River
- Potential to have Summer YMCA youth programs that include paddle board and kayaking lessons



Waterway Facilities to Consider

- **Launch and docking System**

A port launch system built specifically for paddlers. There are a variety of styles that can be attached to an existing dock and or adapted to the specific location. In addition to the dock, providing a kayaking locking accessory provides opportunity for paddlers to explore a destination, such as downtown Aberdeen.

- **Waterway Wayfinding Signage**

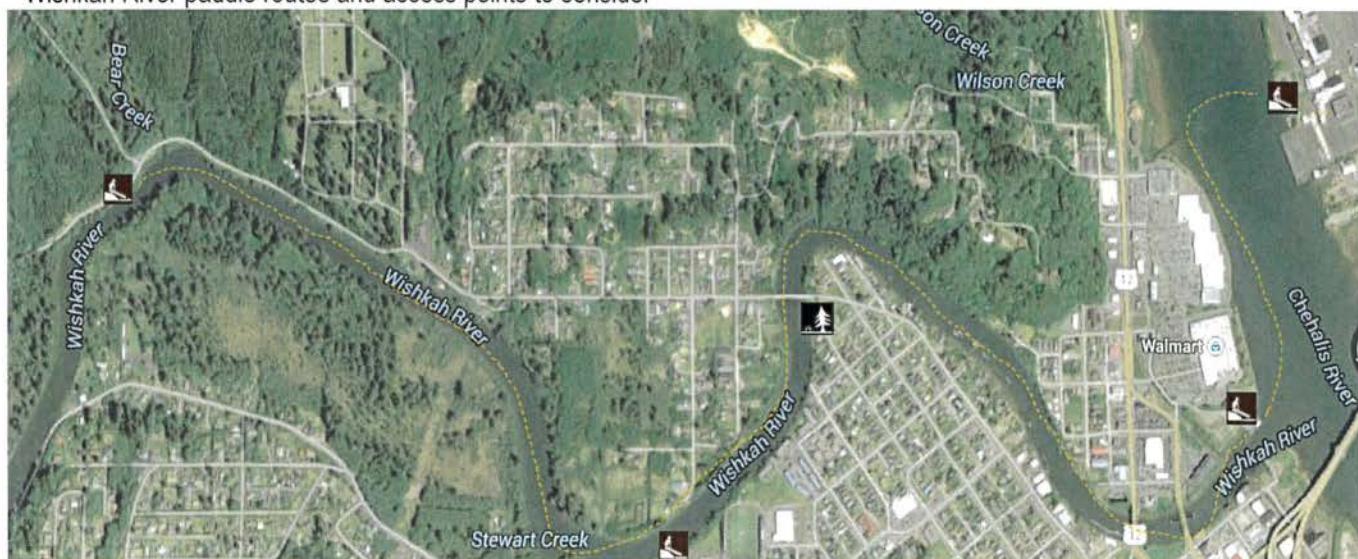
Provides identification, routes and directions for exploring the various waterways

- **Integration of Encouragement, Education and Enforcement programs**

Provide support to the Engineering component of the waterway infrastructure by integrating support programs and collaborating with existing programs. (Bird Watching, Nature Preservation, Paddle Board Lessons and Events, etc.)

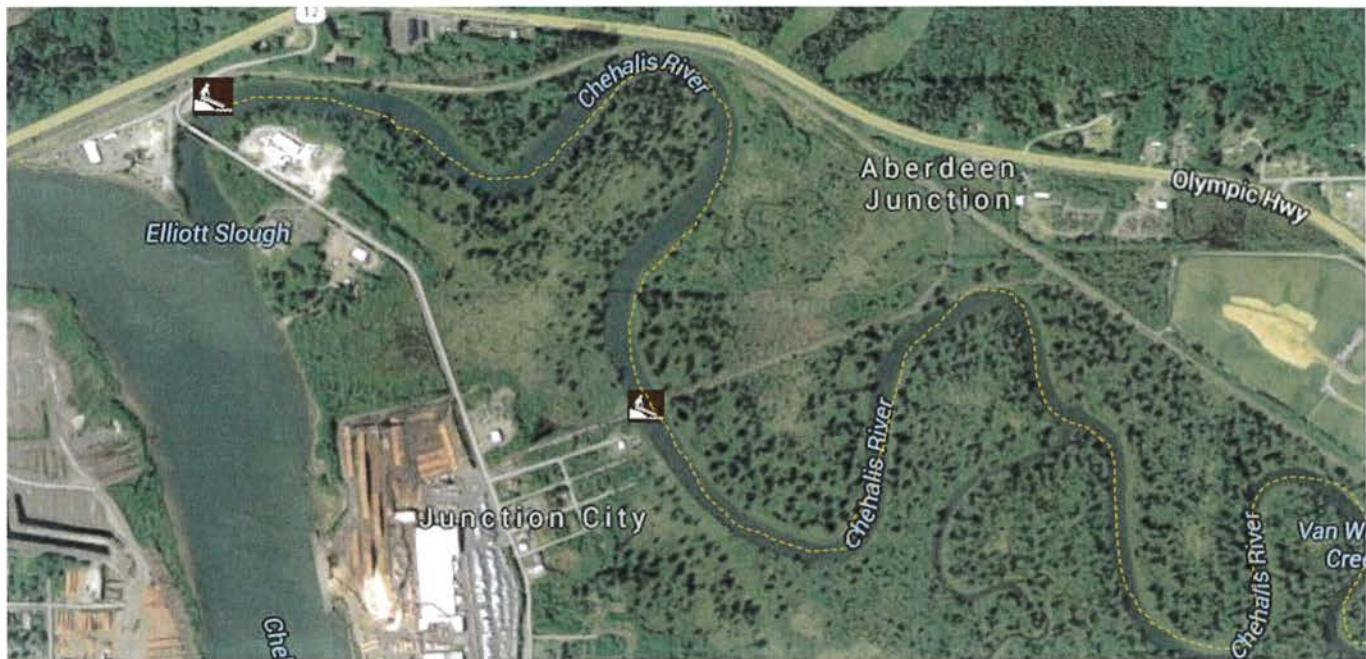
Conceptual Waterway Map 1, 2015

Wishkah River paddle routes and access points to consider



Conceptual Waterway Map 2, 2015

Elliott Slough paddle routes and access points to consider



Conceptual Waterway Map 3, 2015

Aberdeen Lake paddle routes and access points to consider



Conceptual Waterway Map 3, 2015

Chehalis River paddle routes and access points to consider



Courtesy of Ryan Kuja, Blackfish SUP

Support Infrastructure

Universal Signage

End-of-Trip Facilities

Universal Signage Component

Wayfinding signage provides visual clues in the built environment to aid a traveler in making decisions that meet their needs as part of navigating a new and/or uncertain area. Universal signage effectively communicates desired information to the traveler and guides them to key locations and destinations. The visual engagement begins by helping to identify and navigate the area with clear understanding.

Within the City of Aberdeen there are multitudes of signage that serve a variety of functions, such as informing, warning, advertising and identifying. The universal signage in this plan recommends signage that aids a traveler to navigate into a parking lot and ultimately explore by foot, bicycle or waterway paddling.

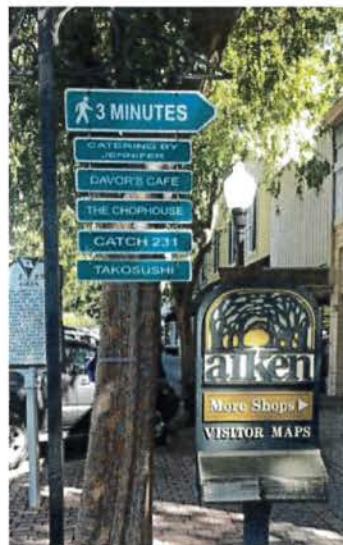
The purpose of universal signage within the City of Aberdeen may be to:

- Encourage the use of signage as an art form and communication tool
- Provide parameters for creative signs that may be varied based on the business or destination represented
- Allow creativity without becoming cluttered or overwhelming

As development occurs it is important to consider signage coordination, messaging and consistency. The pictures on the right share an example of the Morrison Park Riverfront Trail that includes differing sign styles and messaging. The term 'walkway' and 'trail' may be interpreted differently and create uncertainty as a shared-use pathway for pedestrians and bicyclists. In addition to the messaging, the coloring is not consistent with the Federal Manual on Uniform Traffic Control Devices (MUTCD), for example black print on white implies a regulation.



In comparison are three examples shown that represent universal signage with consistent messaging and comply with international coloring. The Woodland Trail markers in Lacy Washington are consistent between three cities; signs are 1) QR coded, 2) GPS identified and 3) Connected to the 911 dispatch system.



Corridor Guidance System Considerations

1. Pre-Trip Planning Promotion – Web-based information for computers and smartphones.
2. Corridor Guidance Signage-
 - Gateways for entrances and exits. Including major trail systems to welcome long-distance cyclists
 - Route markers that are repetitive and include a branded logo and color scheme
3. Intentional Signage and Mile Markers
 - Signage for historic buildings, neighborhoods and landmarks that may include QR codes
 - Walking/biking destination signage that includes distance and or time
- Local directional guide signs for key destinations within the downtown and historic areas
- Smaller orientation locations at key areas that provide outdoor kiosk map and information displays
- Trail / Route mile markers
- Walking/Biking maps
- Access point signage and markers
- Themed banners and posters

Implementation Considerations

- Assign a committee to provide recommendations for motor, pedestrian and bicycle wayfinding signage
- Design and designate a logo and branding design(s)
- Assess and inventory existing signage along the main corridor, parks and trail systems
- Develop a plan to ensure current and additional signage meets international color regulations and best practice
- Confirm locations and design for various signage needs

Informational Kiosks and Landmarks

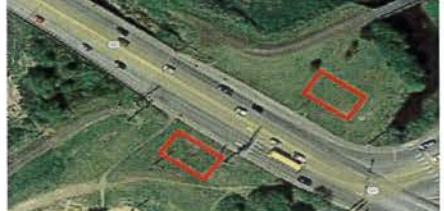
Broadway Street

The kiosk is currently used informally as a way for self-posting information and events. A recommendation is to formalize the kiosk and add weather resistant or protected shielding that provides: 1) downtown map, 2) rotational highlights and information, 3) yearly calendar event schedule, 4) Historic Neighborhood walking map, 5) Brochure hand-out box with 'We're on the Map' series



Simpson Avenue

Develop a pocket park on the North side of Fry Creek. Include a picnic shelter that doubles as a public school bus stop. Include a Kiosk with a map of the proposed Fry Creek Trail and urban core bicycle map with highlighted destinations and services.



Southside of the Chehalis River Bridge

Construct two kiosk platform areas that provide a visual statement for motorists and information for bicyclists, pedestrians and trail users. Provide local and county wide maps for hiking, walking, biking along with key destinations and natural / historic landmarks.

Junction City Road – East access point of the Morrison Park Riverfront Trail
Develop a pocket park with a Welcome to Aberdeen sign, information kiosk and artistic sculpture



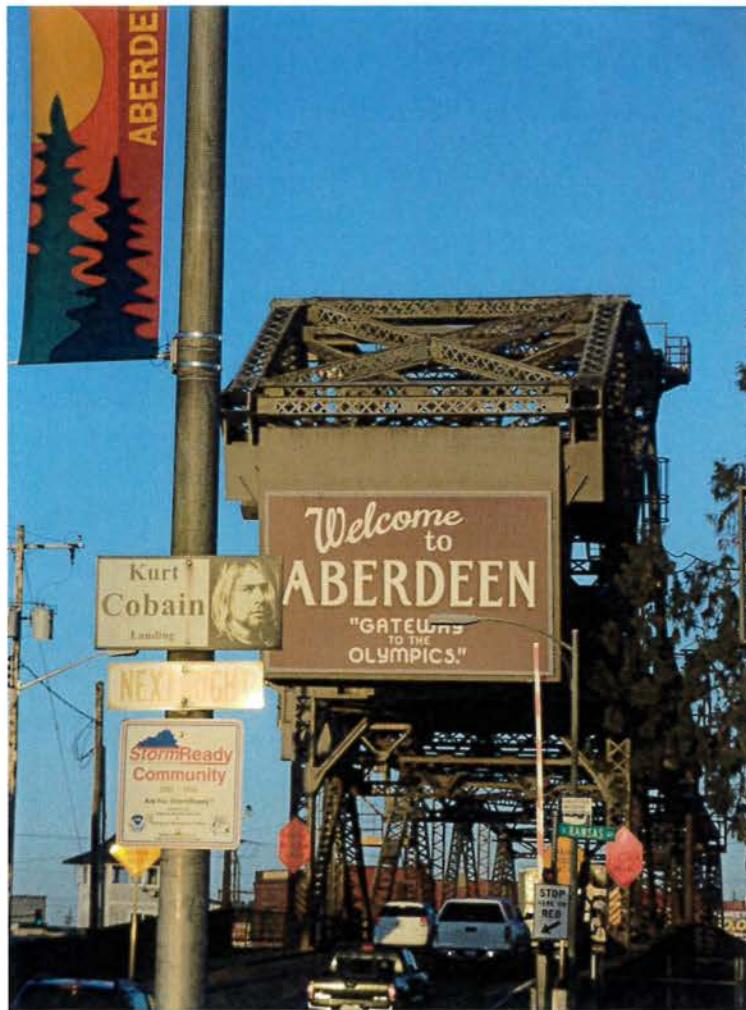
US Highway 12 and South Harbor Street- West access point of the Morrison Riverfront Trail

Provide a kiosk with maps and key destination information, such as the Morrison Park trail with highlighted landmarks and recommended downtown and bridge connections. Include safety and law information, such as bicycle helmets required within the City of Aberdeen



Chehalis River Bridge – Pedestrian and bicycle sidewalk

Consider redesigning this area to include a formalized kiosk platform with local and regional walking, bicycle and recreation maps. Increase safety and the sense of safety with lighting, greenscapes and visibility considerations. Provide information such as safety and etiquette information when crossing the bridge. Consider a similar kiosk platform at the G Street Bridge pedestrian and bicycle sidewalk access point



A sample of the various directional, safety and informational signage displayed along US Highway 12 in Aberdeen, Washington.

End-of-Trip Facilities Component

Bicycle Parking

Bicycle parking provides dedicated, end-of-trip parking for people on bicycles that is short-term or long-term. Short-term parking may be viewed as a single bike rack near the front entrance of a building. Long-term parking may be a bike locker for bicyclists who commute to work and need parking for the duration of their work day.

Considerations

- Fix-It-Repair stations would be a helpful service for those needing to purchase and repair their bicycles. A site to consider providing a repair vending machine and service station is at the Aberdeen Transit Station. Products available include high security vending machines (bike products), public repair stations and bike pumps.
- Promoting the free bicycle lockers available at the Aberdeen Transit Station could provide an awareness and interest for commuters and travelers who wish to have a dry and safe location for their bicycles. The bicyclist simply checks-in with the on-site attendant to receive a locker for the day and in some cases, overnight. The covered bicycle parking behind the Aberdeen Timberland Library may be an additional location where bicycle lockers could be available for long-term and secure parking opportunities.
- Short-term bicycle parking that provides two-points of contact for a loaded bicycle is beneficial at various destinations within Aberdeen including: 1) Greater Grays Harbor, Inc. Visitor's Center, 2) Downtown businesses, 3) Grocery and convenience stores, 4) Rest areas and parks.

It is recommended for the City of Aberdeen to:

- Develop a bike rack implementation program that can be embedded within the city framework where standard city bike parking is installed along with a request process for businesses and citizens.
- Ensure bicycle parking is in plain view, easy to use and safe.
- Create a bicycle parking ordinance to require bicycle parking in commercial districts and within new developments.

Location Considerations

- Near a main entrance where frequent foot traffic occurs
- On a concrete slab in locations safe from automobile traffic
- Provides protection from rain and/or snow

Type of Rack Considerations

- Provides two contact points for bicycle to rest against.
- Ability to lock both the bicycle frame and wheel to the rack
- Space between racks and bicycles to allow free movement and prevent bicycles from touching each other
- Able to be securely mounted or bolted to the ground
- Resistant to rust, graffiti, cutting and/or bending



Aberdeen Transit Station



All transit buses provide bicycle racks

Pedestrian Benches

Benches provide beginning, between and end-of-trip resting space that contributes to making the City walkable and enjoyable for a pedestrian of all ages and abilities.

Considerations

- Construction material that holds up well to weather, wear and vandalism
- Provides short-term use and discourages the use of benches as a sleeping option

Style Samples

- The bench provides a horizontal strap at the center
- An addition of sculptured art that sits upon the bench, such as a person, top hat, fruit basket, etc.
- Individualized seating that provides opportunity to play games, sight see and easily converse
- Miscellaneous seating such as tables, chairs, sculptured art and or seat walls



Downtown Aberdeen Bench



End-of-Trip Facilities at Aberdeen Bus Station



Vancouver, CA