8. Transportation

The Transportation Element has been developed in accordance with the Growth Management Act (GMA) to address motorized and non-motorized transportation needs for the next 20 years. The Transportation Element has been developed in accordance with Clallam Countywide Planning Policies (CCPP) and integrated with all other planning elements to ensure consistency and specifically considers the:

- Location and condition of the existing traffic circulation system;
- Cause, scope, and nature of transportation problems;
- Projected transportation needs; and
- Plans for the addressing all transportation needs while maintaining established Level of Service (LOS) standards.

Resident characteristics

Vehicle ownership – a significant portion of Forks households at 11% do not own vehicles compared with 7-9% in Clallam County, Washington State, and the US. Forks residents have lower commuting times of 18.0 minutes to work compared to 19.1 in Clallam County and 26.7-27.5 minutes for Washington State and the US.

	US	WA	Clallam Co	Forks
0 vehicles	9%	7%	7%	11%
1 vehicle	32%	30%	31%	30%
2 vehicles	37%	38%	38%	37%
3 vehicles	22%	26%	24%	22%
Mean travel time to work'	27.6	26.7	19.1	18.0

Source: American Community Survey (ACS) 2018-2022
* In minutes

Commute to work – a lower percent of Forks employees commute to work alone at 64% compared with 12% who carpool in cars, trucks, or vans compared with 60-76% and 9-12% respectively in Clallam County, Washington State, and the US. Conversely, 11% of Forks employees walk or bike to work and 13% work at home compared with 2-5% and 6-15% respectively in Clallam County, Washington State, and the US. The results reflect the location of major employers in or close to Forks.

	US	WA	Clallam Co	Forks
Car, truck, van – alone	76%	60%	68%	64%
Car, truck van – carpooled	9%	14%	12%	12%
Public transportation	5%	9%	1%	0%
Walked or biked	3%	5%	2%	11%
Other means	2%	3%	1%	0%
Worked at home	6%	9%	15%	13%

Source: American Community Survey (ACS) 2018-2022

Existing conditions

Forks is located on the relatively flat Quillayute Prairie running generally west and east of US-101, which is called South Forks Avenue within Forks city limits, which connects Forks to other cities and locations throughout the Olympic Peninsula.

Forks downtown traffic circulation is a grid system with the major east-west arterials being Bogachiel Way, Calawah Way, and Division Street. In 1992, Forks had 15.3 miles of roadway, with 2.8 miles classified as arterial streets. Pedestrian and bicycle infrastructure and roadways are lacking throughout Forks.

Forks transportation issues primarily concern road surface maintenance, pedestrian and bicycle access and trails, expanding public transit service to 7 days a week, and reducing traffic incidents.

Traffic volumes are expected to remain relatively constant considering the City is fully matured and no substantive population increases are expected. While there are no current plans for new road construction, due to costs, local roadway connectivity remains a priority.

Transportation

Forks participates in the Regional Transportation Planning Organization (RTPO).

- **The Regional Transportation Planning Organization (RTPO)** - includes representatives from 4 counties (Clallam, Mason, Kitsap, and Jefferson), 9 cities, 4 transit agencies, 57 port districts, 10 Indian nations, the Washington State Department of Transportation, and members of the private sector working to improve the regional transportation system.

Parking facilities

Forks Business District activities increased the demand for off-street parking facilities in the downtown area which is currently being satisfied by on-street parking on collector and arterial roadways that aggravate traffic congestion on collector roadways. There is one private parking lot located north west of the Forks Avenue/Division Street intersection.

Public Transit

Transit is most important for the elderly, low- income individuals, or youth, who do not have an alternative means of transportation. Clallam Transit ~~is~~ provides daily to the east and to the.

Clallam Transit operates a local Forks route to a regional commuter route running regularly from Forks to Port Angeles, Jefferson Transit provides transit services from Forks to west Jefferson County and Grays Harbor Transit at Amanda Park. Regional connections can be made from Port Angeles to private carrier services, and to the privately owned and operated Black Ball Ferry to Victoria, British Columbia.

The Forks Transit Center and park-and-ride lot is located on US-101 on South Forks Ave. A Forks Shuttle is available and can be reached on a cell phone app for service in the Forks area.

Clallam Transit System serves the Forks Transit Center with routes 14, 15, and 16. The park-and-ride was developed in cooperation with the WSDOT, Forks, and the Clallam Transit System to serve residents in the Forks area who commute to La Push, Clallam Bay, and Neah Bay. Existing fixed route transit services include:

- **Route 14 (Forks)** - transit service between Port Angeles and Forks includes approximately 2-hour headways weekdays and Saturdays starting at 7:00 AM, 9:00 AM, 1:10 PM, and 5:10 PM.

- **Route 15 (La Push)** - transit service between La Push and Forks consists approximately 4-hour headways from 7:20 AM to 3:35 PM weekdays and Saturdays starting at 9:20 AM, 12:25 PM, and 4:50 PM.

- **Route 16 (Neah Bay)** - transit service between Neah Bay and Forks consists of approximately 4-hour headways from 6:45 AM to 5:55 PM weekdays and Saturdays starting at 8:30 AM and 6:00 PM.

A test operation was initiated by a coordinated effort of Clallam, Jefferson, and Greys Harbor Transit to provide transit services from Forks to the Grays Harbor area. The route exceeded expectations during the first months of operation and was expected to become a popular tourist route in the spring and summer months. However, most routes currently run Monday through Saturday, thereby making transit usage somewhat unfavorably for tourists.

Pedestrian and bicycle trails

A pedestrian walkway system provides residents safe and convenient access to public facilities, services, and recreational amenities. The system provides children safe trails to and from schools, parks, and access to the Forks Transit Center.

While, Forks currently lacks a network of official trails and paths with connections to other major trail systems or areas of interest. Forks has improved pedestrian access by providing wider shoulders and sidewalks along US-101 in the commercial sector and along the major city collectors. The City did receive federal transportation funding to undertake a planning effort to connect the existing sidewalk system terminating at Tillicum Park with a spur from the Olympic Discovery Trail being pursued by Clallam County. The County also received funding for the Lloyd J. Allen Charitable Trust for design of a separate multi-functional river crossing that would terminate within the City's owned Calawah River Boat Ramp.

Additional improvements need to be made to connect Ford Park and Alder Grove to the center of town, as well as a more direct route from the Transit Center to the Forks Community Hospital. The latter is being actively pursued by the City along E Street.

Currently, there are only 4 bicycle racks available to cyclists located at Forks Outfitters at 920 South Forks Avenue, the Forks Transit Center, Forks Branch Library at 171 Forks Avenue South, and Forks High School on Spartan Avenue.

The Bicycle Access Program installed bicycle racks on Clallam Transit buses and at stationary locations. Recreational bicyclists' cans use transit to lengthen journeys.

Curbs, sidewalks, landscape, and lighting

Curbs, sidewalks, landscape, and lights contribute to the safety and quality of neighborhood and downtown streets. Forks may provide curbs, sidewalks, landscaping, and lighting directly, or may regulate private property owners and developers for ~~their~~ provision and upkeep. Forks has an ordinance about sidewalk maintenance. Additional efforts to expand the sidewalk network from the central portion of town remains an objective.

Airports

Forks Municipal Airport - is a public use general aviation airport located in and owned by Forks that has 1 runway suitable for single-engine aircraft. No commercial freight, passenger, or other commercial flight services currently use the airport. The airport is used for medivac, firefighting, and Coast Guard operations. Forks developed an Airport Layout Plan in 1997 that includes complete airport and airspace information as well as locations of future aviation expansion areas.

Quillayute Airport - is a former Naval Auxiliary Air Station located approximately 10 miles west of Forks. WSDOT-Aviation Division deeded the airport to Forks in March of 1999. The airport serves general aviation needs and is suitable for a single-engine and twin-turboprop aircraft. No commercial freight, passenger, or other commercial flight services currently use the airport. The airport is used for medivac, firefighting, and Coast Guard operations and has been identified by oil spill responders as a potential emergency response site.

Forks completed both an FAA grant funded Airport Layout Plan, adopted in February 2024, and an Airport Master Plan adopted in July of 2024. These suggest the manner in which to undertake infrastructure improvements for the airport including runway widening, lighting, taxiways channelization and signage, aircraft facility improvements, and hangar construction. Subsequent work at Quillayute would be predominately federally funded and is planned to occur during the 2026 and 2031 period.

Roadway classifications

Streets in Forks are classified under a 4-tiered hierarchy developed by the Federal Highway Administration (FHA) that reflects functional characteristics of Forks' street system.

Principal arterial and state routes

Forks is bisected by US-101 which is the only regional highway with direct city access. SR-110/La Push Road extends from US-101 at the north city limits to the Quileute Reservation at La Push and the confluence of the Quillayute River.

No immediate changes in regional traffic flow through Forks is expected. In the long term, however, improvements to US-101 are being considered in WSDOT's Transportation Improvement Program and in the Regional Transportation Plan.

Minor arterial

- Interconnects and augments any Urban Principal Arterial system providing service to trips of moderate length at a somewhat lower level of travel mobility than a principal arterial.
- Distributes travel to geographic areas smaller than those identified with the higher system(s).
- Contains facilities that emphasize land access more than the

higher systems(s); offer a lower level of traffic mobility; and may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. Provides urban connections to rural collector roads.

Minor arterials include the following streets (portions of all 3 streets are county roads):

- **Bogachiel Way** - the county road portion provides the primary method of accessing the southwestern portion of the UGA, is a highly traveled and is classified as a collector to US-101 and ~~the~~ downtown ~~core of~~ Forks. Bogachiel Way is 2.76 miles in length, with an average pavement width of 23 feet, and right-of- ways being a total of 60 feet wide.

- **Division Street** - is predominately a city road serving ~~the~~ downtown Forks and the public facilities located in the southeastern quadrant of the UGA, except for the portion providing access to the Elk Creek area. The eastern most portion of Division Street, starting at Peterson Road, is a county roadway with relatively minimal use. Division Street is classified as a collector due to the potential increase in residential traffic.

- **Calawah Way** - is predominately a city road within city limits and a county road in the UGA serving the northeastern sector of the UGA and the only means of accessing the most eastern portion of the UGA, and heavily traveled. Almost all of Calawah Way is city roadway, except for the portion providing access to the Elk Creek area. Calawah way is a collector linking to US-101 and downtown Forks, 3 miles in length, with an average pavement width of 27 feet, and rights-of-way varying from 40 to 60 feet in ~~total~~ width.

Collector arterial

- Provide both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas that differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods distributing trips from the arterials to ultimate destinations.
- Collect and distribute traffic from higher capacity streets to local access streets.

Collector arterials include the following streets:

- **Sol Duc Way and Russell Road** – are primarily residential streets though Russell Road functions as a minor collector from Bogachiel Way to US-101(South Forks Avenue.

Local access

Includes all Forks streets that do not fall into the previous categories.

- Provide access to individual properties and includes public owned as well as privately owned roads.
- Offer the lowest level of mobility and usually contains no bus routes.
- Service for through traffic is usually deliberately discouraged.
- Speed limits usually vary between 20 mph to 25 mph.

Collision history

Approximately 31 collisions occurred between January 2017 and December 2023 where 55% of all collisions occurred on US-101 between Russell Road and Calawah Way, 30% occurred on Calawah Way between US-101 and King Lane, and 16% occurred on US-101 between Russell Road and Rankin Road and at the US-101/East Division Street intersection.

No collisions resulted in fatalities, but approximately 32% resulted in an injury to at least 1 person.

	Fatal	Injury	Property	Total	%
1. US-101/Rankin Road	0	0	1	1	3%
2. US-101/East E Street	0	0	1	1	3%
3. US-101/C St SW	0	1	0	1	3%
4. US-101/B St SW	0	1	1	2	7%
5. US-101/A St SE	0	0	1	1	3%

6. US-101/E Division Street	0	0	5	5	16%
7. US-101/Calawah Way	0	0	0	0	0%
8. Merchants Rd/Calawah Way	0	3	0	3	10%
9. Calawah Way/Blackberry Ave	0	0	1	1	3%
10. US-101 between Russell Road and Rankin Road	0	1	4	5	16%
11. US-101 between Rankin Road and East E Street	0	1	0	1	3%
12. US-101 between East E Street and Calawah Way	0	0	0	0	0%
13. Calawah Way between US-101 and King Lane	0	3	6	9	30%
14. Calawah Way between King Lane and Ford Lane	0	0	1	1	3%
Total	**0**	**10**	**21**	**31**	**100%**
US-101 (S Forks Ave) from Russell Road to Calawah Way **Total**				**17**	**55%**

Source: WSDOT Collision Records.

Existing Roadway Level of Service (LOS)

Level of service (LOS) is generally defined as the ability of a roadway or intersection to carry the volume of traffic. LOS is typically measured using a 6-tiered rating system that can be found in the Highway Capacity Manual (HCM), 7th Edition, 2022.

Forks and Clallam County utilize the Highway Capacity Manual methodology for determining ~~Level of Service~~ LOS that considers land use, speed limits, number of turn bays and the average daily traffic volume. The methodology divides land use into ~~3 categories:~~ urban, transitional, and rural. ~~The City of~~ Forks, as with other cities within Clallam County, is considered transitional ~~Level of Service~~ LOS.

Level of Service (LOS) is the degree of congestion at an intersection measured by vehicle operating speed, travel time, travel delays, and driving comfort measured by a letter scale from A to F found in the Highway Capacity Manual (HCM), 7th Edition, 2022.

> A - motorists experience a high level of freedom of operation and freely flowing traffic with seldom more than 1 vehicle waiting at an intersection.
> F - represents a forced flow of traffic and gridlock indicating a failure of the roadway or intersection to accommodate traffic volumes.

LOS ratings between 'A' and 'F' represent increasing degrees of traffic volumes relative to roadway configuration and waiting times at intersections. LOS ratings of 'D' and above indicate that there is reserve capacity on a roadway or at an intersection.

Tiers of daily roadway volumes correspond with each level of service. The following standard daily roadway volumes were adjusted for aspects unique to Forks roadways including vehicle speed, the number of lanes, and the types of pedestrian facilities adjacent to the road.

Level of service (LOS)	Daily volume – 2 lanes total
A – little or no delay	3,900 vehicles
B – short delays	3,900-4,900 vehicles
C – average delays	4,900-6,900 vehicles
D – long delays	6,900-8,600 vehicles
E – very long delays	8,600-10,500 vehicles
F – extreme delays, no capacity	>10,500 vehicles

Adjustment	Change roadway capacity
Speed <30 mph	-25%
No sidewalks	-35%
Sidewalk, 1 side only	-15%
Left turn lanes	+20%

Source: Highway Capacity Manual

The Regional Transportation Planning Organization (RTPO) determined that Forks adopt an LOS C standard to be maintained on all roads to ensure consistency with other jurisdictions, allow for moderate growth, and not unduly burden Forks fiscally. Washington State Department of Transportation has established LOS C for US-101 through Forks.

US-101 and SR-110 are classified as highways of statewide significance (HSS) for which LOS is set by WSDOT. Based on existing traffic volumes, all state highways and major arterial roadways within the Forks UGA are rated LOS C or better, meeting the LOS standards with capacity to accommodate more traffic without excessive waiting times or congestion.

Traffic volumes and characteristics

Average Daily Traffic (ADT) volume counts - were determined for most of the arterial and collector roadways from the Washington state Department of Transportation (WSDOT) Traffic County Database System.

Road width and lane width standards in feet

Average Daily Traffic (ADT) volume	Road width	Lane width
<150	20-24	10
151-400	24	10
401-750	26	10
751-1,000	28	10
1,001-2,000	34	11
>2,001	40	12

Source: Washington State Board of Transportation

Road width deficiencies were determined by subtracting pavement width from pre-determined standards set by WSDOT based upon ~~an~~ ADT, with a higher volume of travel requiring a greater road width.

LOS summary for roads within the Forks UGA

	From mile post	To mile post	Deficiency
Bogachiel Way	0.00	0.44	18
Calawah Way	0.00	0.59	22
Calawah Way	0.59	0.81	14
Calawah Way	0.81	1.64	15
Division Street	0.00	0.05	14
US-101	5.37	7.51	14
US-101	7.51	8.49	15
Sol Duc Way	0.00	0.17	12

The Regional Transportation Planning Organization (RTPO) determined that, as a standard, roadways with a road width deficiency greater than 12 feet would be substandard.

Transit LOS standards must not work at cross-purposes with the arterial roadway LOS standard. Forks has not adopted LOS standard for transit since Forks does not provide transit services but will coordinate with Clallam County to establish and adopt LOS standard for the Clallam Transit system.

Existing traffic volumes

The annual average daily traffic (ADT) and PM peak hour traffic volumes from 2022 are based on WSDOT's Traffic Count Database System (TCDS).

Existing major trip generators in Forks include the Forks Alternative School, Forks Elementary School, Forks Junior High School, Forks High School, Peninsula College, Forks Community Hospital, Forever Twilight in Forks Collection, and traffic related to personal services or special events for, and at, individual residences.

	Weekdays*	Peak hr*
S Forks Ave (US-101) *At East E Street Intersection*	7,375	1,134
N Forks Ave (US-101) *At Calawah Way*	7,650	1,452
S Forks Ave (US-101) *Between C St SW and B St SW*	6,650	1,295
N Forks Ave (US-101) *At Campbell St NW Intersection*	6,425	1,272
N Forks Ave (US-101) *Between Andersonville Ave and SR-110 (La Push Rd)*	5,900	1,083
N Forks Ave (US-101) *Between SR-110 (La Push Rd) and Sitkum-Solduc Rd*	4,575	775
S Forks Ave (US-101) *At Russell Rd*	2,500	430
SR-110 (La Push Rd) *At N Forks Ave* (US-101)	2,425	440

* Based on average 2-way vehicles/day for average and 2-way vehicles per hour for peak PM. *Source: WSDOT.*

Proposed multimodal level of service (LOS)

Since Forks is not expecting a large increase in traffic or overall mobility demand, the transportation emphasis should promote a multimodal network that enhances safety, mobility, and increased connectivity throughout town. A multimodal level of service (LOS) standard adopts criteria for the street network, pedestrian and bicycle facilities, transit access, and truck accessibility.

A single roadway or network can be challenged to meet demands and expectations of all modes at any given time where the local roadway and arterial must provide circulation for autos, buses, and truck vehicular demands with limited infrastructure available to also serve pedestrian and bicycle circulation.

This is complicated by US-101 bisecting Forks where crossing demand for both vehicles and nonmotorized modes crosses a Highway of Statewide Significance (HSS) where WSDOT establishes the LOS standard.

A layered LOS approach is adopted for Forks consistent with the Institute of Transportation Engineers (ITE), Planning Urban Roadway Systems - An ITE Proposed Recommended Practice, 2011. Forks proposed multimodal LOS include:

Vehicle mode LOS – sets LOS C for vehicular travel on all streets to provide consistency with other jurisdictions, allow for minor growth, and not unduly burden the town fiscally. WSDOT established LOS C for the US-101 HSS through Forks.

Active non-vehicle mode LOS – for non-auto modes including bicycle, pedestrian, transit, etc., Forks establishes a 3-tiered system of Green, Yellow, and Orange.

Green	Highest standard with supportive features and qualify of function
Yellow	Considered acceptable
Orange	Identifies a need to make improvements where funding and priorities allow

Transit LOS - Clallam Transit operates a variety of route types based upon population density and nearby land use where each route type has a minimum and ideal frequency. Frequency is adjusted as ridership, land use, and other factors impact the performance of a particular route. Route types provided by Clallam Transit include:

- **Rural routes** - serve low density areas and small towns outside of the county's major population centers.
- **Urban circulators** – primarily operate inside the boundaries of the cities in Clallam County.
- **County connectors** - provide public transportation connections across county lines or serve as the primary connection with transit agencies from adjoining jurisdictions that operate service to Clallam County. County connectors are often used by commuters and may have a higher frequency at certain peak periods.

Fixed route LOS	Minimum	Ideal
Rural Routes	180 minutes	60 minutes
Urban Circulators	60 minutes	30 minutes
County Connectors	120 minutes	30 minutes non-peak, 15 minutes peak

Forks is one of Clallam Transit's rural routes although current service levels do not meet the minimum standard.

Future transportation needs ~~and alternatives~~

6-year transportation improvements

Peninsula Regional Transportation Planning Organization (RTPO) identified the following improvements in the FFY 2024-2029 Regional Transportation Improvement Program (RTIP) having a direct impact upon Forks transportation network.

Overlay the following roads:

- Calawah Way between Hwy 101 to Trillium
- Bogachiel Way between Russell Rd and 6th Ave
- Campbell Street between Hwy 101 and Ash Ave
- E Street between Hwy 101 and 5th Ave
- Russell Road
- Tillicum Lane
- Trillium Ave between Calawah Way and Shearer Street
- Danielson Rd

Increase circulation by connecting the following streets

- Connect Woodpecker Lane to Big Pine Way
- Connect Chuckhole Way to Big Pine Way
- Connect Big Pine Way to Merchant Road or Big Burn Place
- Connect Merchant Road to East Division, after the improvement and widening of East Division past Peterson Road
- Connect Terra Eden Street to Campbell Street
- Connect E Street with Peterson Street
- Connect Wiley Street with Russell Road

WSDOT 2024-2027 Statewide Transportation Improvement Program (STIP) identified the following projects in Forks:

- Bituminous Surface Treatment the following location:
  - SR-110/US-101 to La Push Road and Mora Spur
- Olympic Discovery Trail (ODT) Connections
  - Construct a new 1-mile segment of the Olympic Discovery Trail from Forks Calawah River Park to Sitkum-Sol Duc Rd (aka. "A" Road) near its intersection with US-101.
  - Complete planned western terminus of the ODT to connect the City of Forks and Quileute Tribal Nation community of Lap Push and 2nd and 3rd beach trailheads in Olympic National Park (ONP). The planned trail will provide for a non-motorized, separated path near the south-side of SR-110 starting at the intersection of US-101 and SR-110 in Forks and connecting to an existing separated trail near the ONP 2nd Beach Trailhead in La Push. The planned trail to be constructed is expected to be a separated path, except that the planned route will utilize the existing SR-110 Bogachiel Bridge.
  - Calawah to Tillicum Park 2025-2028 planning with funds after 2028.

Growth forecasts

A 2018 WSDOT corridor study of SR-110 expects negligible growth based on projected population, land use, and economic trends.

Forks population is expected to experience a 1.2% increase every 5 years indicating the growth rate and traffic demands within Forks will remain relatively low. The future function of Forks existing local roadways will remain relatively the same as existing conditions over the 20-year planning horizon.

WSDOT forecasts traffic growth along the US-101 corridor will experience a 1% per year annual increase based on a 2022 WSDOT corridor study to the east of Forks and the historical volume of traffic. Therefore, an average annual growth rate of at a rate of 1.2% per year was applied to 2022 volumes and should be considered a conservative growth rate as it includes regular traffic loads generated by people living and working in the area, other regional transportation increases,

recreational and tourism increases, and continued resource transport needs.

All state highways and major arterial roads within Forks UGA are expected to operate at LOS C.

Roadways	From	To	2022 LOS	2045 LOS
S Forks Ave (US-101)	Russell Road		C	C
S Forks Ave (US-101)	East E Street	Rankin Road	C	C
S Forks Ave (US-101)	C St SW	B St SW	C	C
N Forks Ave (US-101)	E Division St	Calawah Way	C	C
N Forks Ave (US-101)	Calawah Way	T Campbell St	C	C
N Forks Ave (US-101)	T Campbell St	La Push Road (SR-110)	C	C
N Forks Ave (US-101)	La Push Road (SR-110)	Sitkum-Solduc Road	C	C
La Push Road (SR-110)	N Forks Ave (US-101)		C	C

Goals and policies

TRANS Goal 1 – Provide an effective roadway network with adequate capacity to meet, at the adopted LOS Standard, the demand for various modes of travel in Forks. Provide safe, convenient, and efficient transportation for all residents and visitors to Forks including improvements to existing facilities as well as extensions of transportation to new developments.

TRANS Policy 1.1 - Require appropriate signage for designation of streets and to provide protection to pedestrian, bicycle, and driving populations

TRANS Policy 1.2 - Work with Clallam County and Washington State Department of Transportation (WSDOT) to expand all modes of regional transportation to the Forks UGA and destinations in the west end of Clallam and Jefferson Counties.

TRANS Policy 1.3 - Construct and expand sidewalks from the central business core of ~~the~~ Forks ~~UGA~~ to outlying residential areas.

TRANS Policy 1.4 - Require city-approved signs for new roadways created by developers of new housing developments.

TRANS Policy 1.5 - Review development proposals to mitigate impacts to surface water runoff, and where necessary to ensure safety of road conditions, require additional drainage improvements.

TRANS Policy 1.6 - Conduct a parking study for the central business district and determine what means are available to provide additional safe parking in Forks business core.

TRANS Policy 1.7 - Develop and implement strategies to reduce congestion within the central business core of ~~the~~ Forks ~~UGA~~.

TRANS Goal 2 - Increase non-motorized on and off-road improvements and opportunities within ~~the~~ Forks ~~UGA~~.

TRANS Policy 2.1 - Require developers of new housing projects to provide road-width, sidewalks, bicycle shoulders and trails, and drainage requirements in accordance with Forks' standards.

TRANS Policy 2.2 - Coordinate the development of a long-term sidewalk construction plan with businesses, residential communities, and the school district.

TRANS Policy 2.3 - Develop on and off-road bicycle routes and trails in ~~the~~ Forks in accordance with the Washington State Department of Transportation (WSDOT) and the American Association of State Highway and Transportation Officials (ASSHTO) standards.

TRANS Goal 3 - Reduce the accident rate at representative locations on the roadway system within Forks by at least 15%.

TRANS Policy 3.1 - Identify and resolve high accident intersections on both the collector and arterial system within Forks.

TRANS Policy 3.2 - Perform required and requested maintenance activities related to traffic control devices and roadway material within guidelines established by the Forks Department of Public Works.

TRANS Policy 3.4 - Maintain traffic data such as traffic counts and accident data to support studies, planning, and operational activities for the Forks Department of Public Works.

TRANS Policy 3.5 - Enhance the safety of pedestrians and motorists regarding sidewalk design and maintenance, lighting requirements, signs, and access to properties.

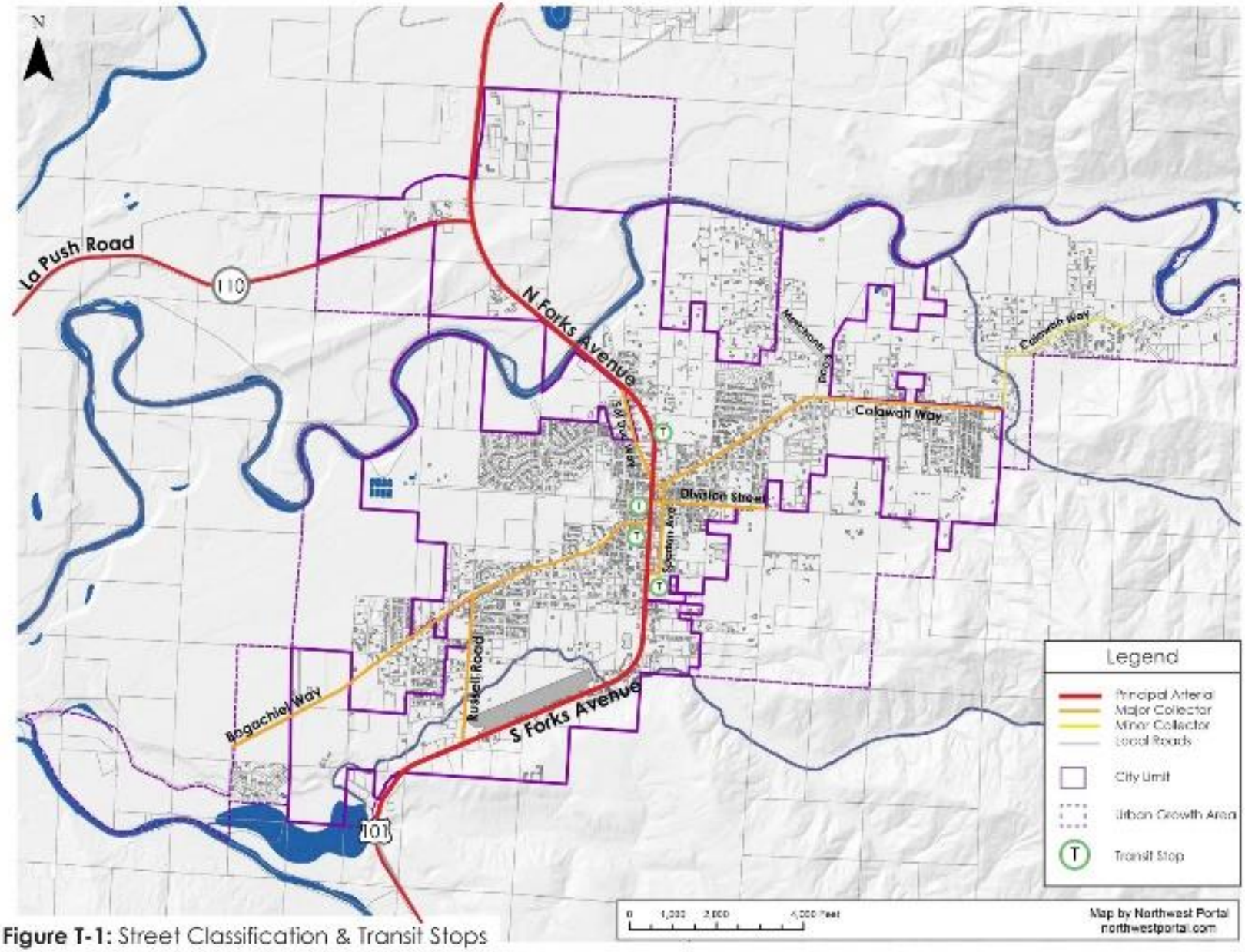
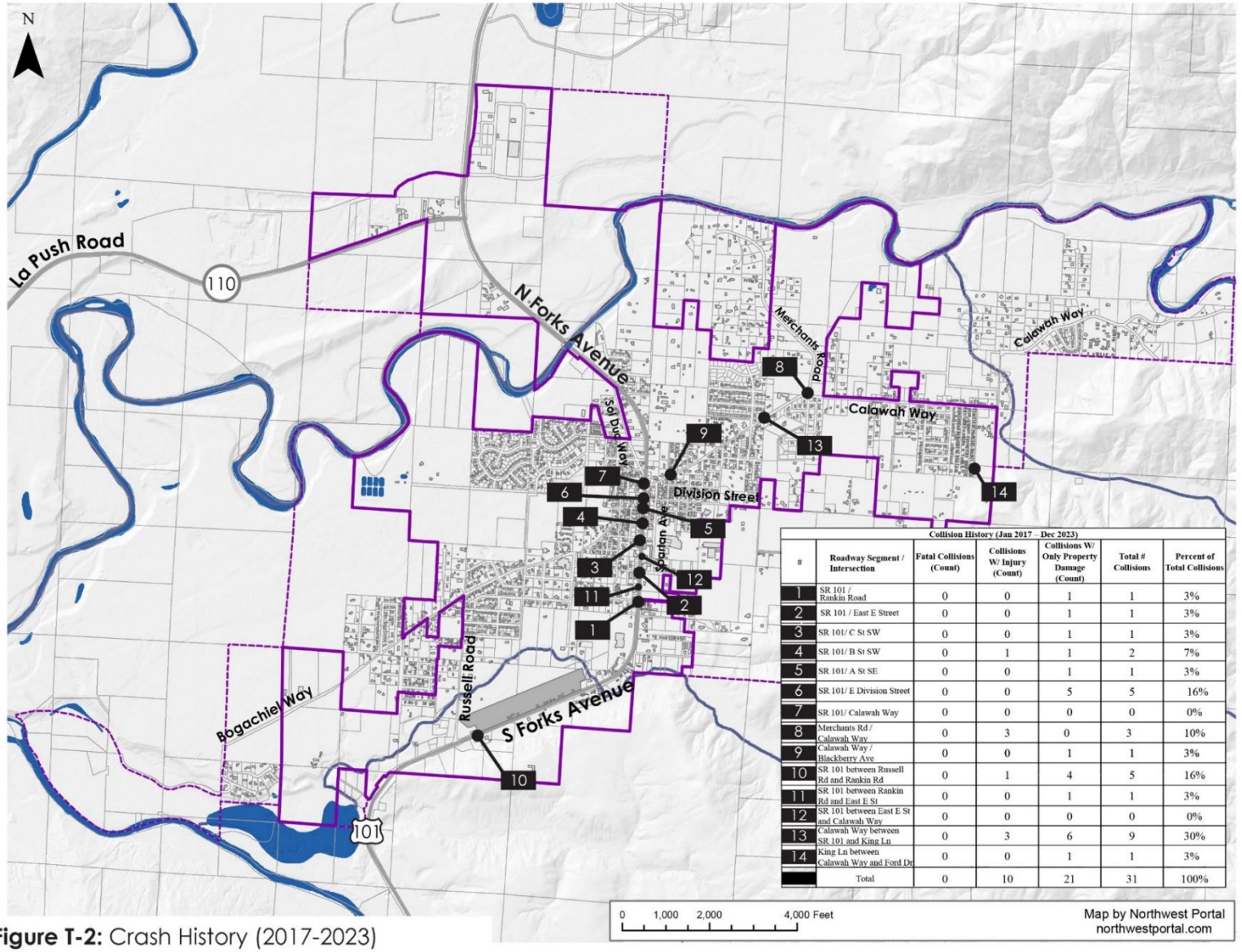


Figure T-1: Street Classification & Transit Stops



Collision History (Jan 2017 – Dec 2023)

#	Roadway Segment / Intersection	Fatal Collisions (Count)	Collisions W/ Injury (Count)	Collisions W/ Only Property Damage (Count)	Total # Collisions	Percent of Total Collisions
1	SR 101 / Rankin Road	0	0	1	1	3%
2	SR 101 / East E Street	0	0	1	1	3%
3	SR 101/ C St SW	0	0	1	1	3%
4	SR 101/ B St SW	0	1	1	2	7%
5	SR 101/ A St SE	0	0	1	1	3%
6	SR 101/ E Division Street	0	0	5	5	16%
7	SR 101/ Calawah Way	0	0	0	0	0%
8	Merchants Rd / Calawah Way	0	3	0	3	10%
9	Calawah Way / Blackberry Ave	0	0	1	1	3%
10	SR 101 between Russell Rd and Rankin Rd	0	1	4	5	16%
11	SR 101 between Rankin Rd and East E St	0	0	1	1	3%
12	SR 101 between East E St and Calawah Way	0	0	0	0	0%
13	Calawah Way between SR 101 and King Ln	0	3	6	9	30%
14	King Ln between Calawah Way and Ford Dr	0	0	1	1	3%
	Total	0	10	21	31	100%

Figure T-2: Crash History (2017-2023)

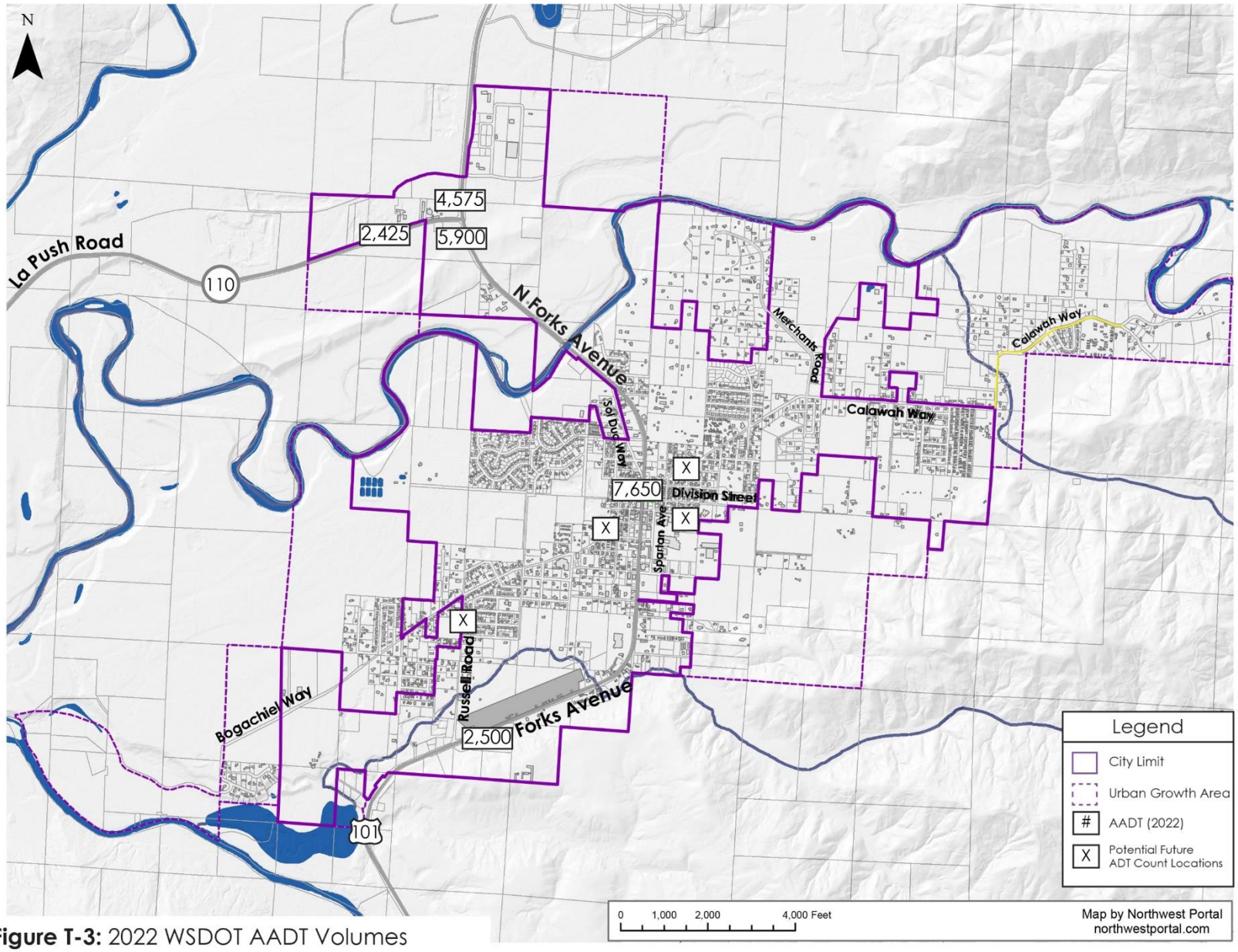


Figure T-3: 2022 WSDOT AADT Volumes