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. ~~and~~ The Transportation Element has been developed in accordance with Clallam Countywide Planning Policies (CCPP) and ~~has been~~ integrated with all other planning elements to ensure consistency and specifically considers the:

~~throughout the comprehensive plan. The Transportation Element 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

~~The City of~~ Forks is located ~~lies~~ 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. ~~In 1992, the City had 15.3 miles of roadway, with 2.8 miles classified as arterial streets.~~

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. There are no current plans for new road construction, but local roadway connectivity remains a priority.

Transportation

~~The City of~~ Forks is an active participant in ~~two transportation planning organizations –~~ the Regional Transportation Planning Organization (RTPO) and the Coastal Corridor Planning Body (CCPB).

- **The Regional Transportation Planning Organization (RTPO)** - ~~consists of~~ 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.

- **The Coastal Corridor Planning Body (CCPB)** - includes representatives from the various governments and **agencies** associated with US-101 and is primarily focused on enhancing economic development along the US-101 corridor.

~~While the Coastal Corridor Planning Body is primarily focused upon planning for means to enhance economic development along US-101, the Regional Transportation Planning Organization is working on efforts to improve the regional transportation system.~~

Parking facilities

~~Commercial development in~~ Forks Business District activities ~~has~~ increased the demand for off-street parking facilities in the downtown area ~~The increased parking demand~~ which is currently being satisfied by on-street parking on collector and arterial roadways that aggravate traffic congestion on collector roadways.

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 ~~Regional bus service is~~ provides daily to the east and to the north ~~by Clallam Transit~~.

~~The City of Forks is served by~~ Clallam Transit operates ~~with~~ 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.

~~In addition, The Quileute Tribe operates a transit route from La Push to points within the City of Forks.~~

~~Additional connections exist from the Forks Transit Center to West Jefferson and Grays Harbor Counties.~~

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 aps 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 ~~of~~ by a coordinated effort of Clallam, Jefferson, and Grays Harbor Transit to provide transit services from

Forks to the Grays Harbor area. ~~In the first few months of operation,~~ The route exceeded expectations during the first months of operation, and ~~It~~ was expected ~~that this route would~~ 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.

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.

~~From 1997 through 2016, the City has been engaged in a systematic effort to connect via sidewalks key public facilities and high population areas in the core portion of the UGA. This has increased significantly the safe, dedicated walkways for pedestrians to use in the City.~~

Additional improvements need to be made ~~exist for~~ 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.

Currently, there are only 4 bicycle racks available to cyclists ~~in the FUGA~~ located at Forks Thriftway ~~ShopRite~~ Grocery at 920 South Forks Avenue, the Forks Transit Center, Forks Branch Library at 171 Forks Avenue South, and Forks High School on Spartan Avenue. ~~Forks Memorial Library, Quillayute Valley School District, and Olympic Mountains Bikeshop~~.

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 ~~These features~~ contribute to the safety and quality of neighborhood and downtown streets. ~~The city~~ Forks may provide curbs, sidewalks, landscaping, and lighting directly, or may regulate private property owners and developers for ~~their~~ provision and upkeep.

Most of the streets in Forks do not have sidewalks and the responsibility for maintenance of sidewalks is ~~unclear~~ placed on the abutting property owners to the sidewalk- see FMC 12.15 Sidewalk Maintenance. Forks ~~is currently~~ will continue to seek ways to extend sidewalks along US-101 when grant funding is provided or obtained. ~~to work working with the WSDOT to incorporate sidewalks along US-101~~.

~~**Past transportation problems**~~

~~Many transportation improvements are designed to alleviate problems identified through traffic accident reports, street maintenance staff reports of poor conditions on roadways, identified areas with heavy traffic congestion, and citizen complaints regarding safety or roadway conditions.~~

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.

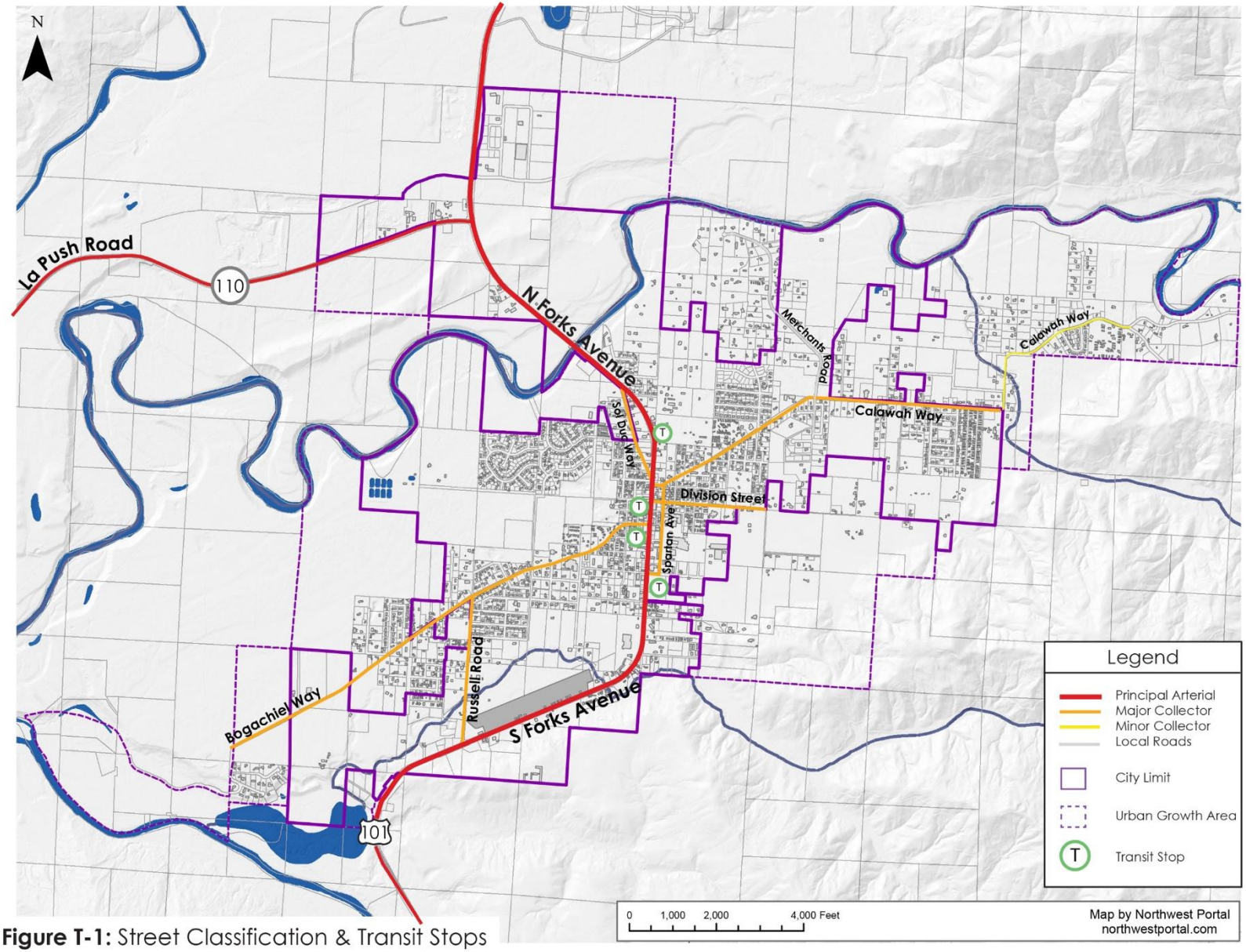


Figure T-1: Street Classification & Transit Stops

Forks completed a land use plan in 2001 and ~~drafted~~ adopted an Airport Master Plan (AMP) in 2025 ~~January of 2024~~ to develop infrastructure improvements for the airport including runway widening, lighting, taxiways channelization and signage, aircraft facility improvements, and hangar construction. The Quillayute Airport AMP is federally funded with project work scheduled to occur in 2025-2026.

Roadway classifications

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

Principal arterial and state routes

Forks is bisected by US-101 ~~and~~ 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 Quilete Reservation at La Push and the confluence of the Quillayute River.

No immediate changes in regional traffic flow through Forks ~~the city are~~ 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

~~**Minor arterials** - distribute traffic from highways to secondary arterials and local access streets and include Bogachiel Way, Calawah Way, and Division Street. Portions of all three streets are county roads.~~

- 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.

~~- southeastern quadrant of the urban growth area. The eastern most portion of Division Street, starting at the Peterson Road, is acounty roadway with relatively minimal usage at the present time. Division Street is classified as a collector due to the potential increase in residential traffic.~~

- **Division Street** - is predominately a city road serving ~~the~~ downtown ~~core of~~ Forks and the public facilities located in the southeastern quadrant of the UGA. c~~ity roadway~~, except for the portion providing access to the Elk Creek area. ~~This is the only means of accessing the most eastern portion of the FUGA and is heavily traveled. This road is a collector linking to US-101 and the downtown core of Forks.~~ 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 arterials** - collect and distribute traffic from higher capacity streets to local access streets and include Sol Due Way and Russell~~

~~Road, which are primarily residential streets though Russell Road functions as a minor collector from Bogachiel Way to US-101/South Forks Avenue.~~

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 roads** – provide access to individual properties throughout the City and include the remainder of the streets in Forks including public owned as well as privately owned roads.~~

Local access

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

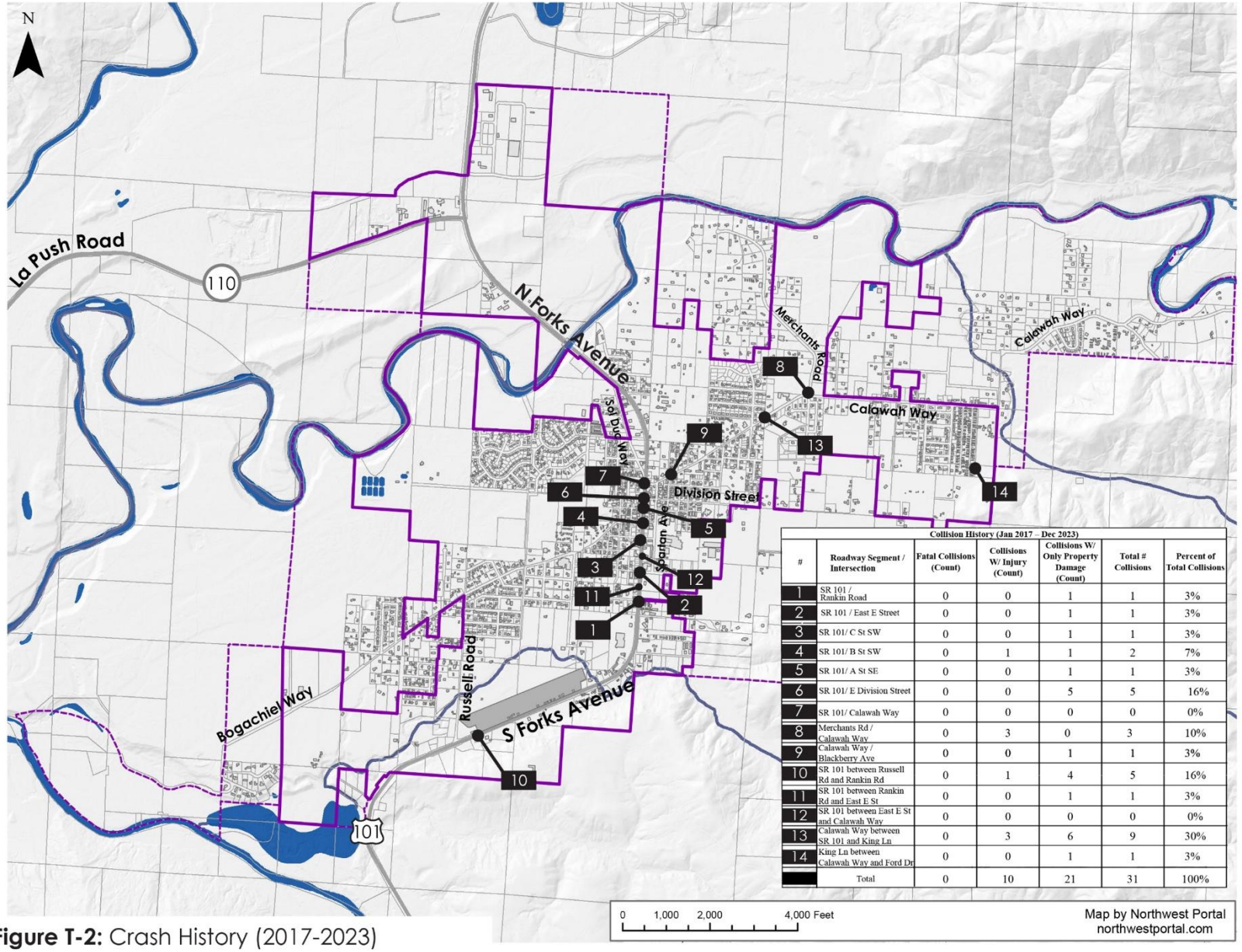
- Provide access to individual properties and includes public owned as well as privately owned roads.
- Offer the lowest level of mobility and usually contains no bus routes.
- Service for through traffic is usually deliberately discouraged.
- Speed limits usually vary between 20 mph to 25 mph.

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%



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)

14. King Ln between Calawah Way and Ford Dr	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%**
Calawah Way from Forks Ave to King Lane **Total**				**10**	**32%**

Source: WSDOT Collision Records.

Existing 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 ability of a roadway or intersection to carry a volume of traffic and is typically measured using a 6-tiered rating system.~~

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.

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

~~LOS in between A and F represent intermediate degrees of traffic volume and waiting times. LOS of 'D' and better indicate there is reserve capacity on a roadway or intersection.~~

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

~~**Transitional category level of service (LOS)**~~

	~~**<35 mph**~~	~~**40 mph**~~	~~**45-50 mph**~~	~~**55 mph**~~
~~LOS A~~	~~600~~	~~800~~	~~5,500~~	~~7,500~~
~~LOS B~~	~~2,200~~	~~8,600~~	~~9,700~~	~~11,700~~
~~LOS C~~	~~12,200~~	~~12,800~~	~~13,900~~	~~15,800~~
~~LOS D~~	~~27,700~~	~~18,600~~	~~19,400~~	~~19,800~~
~~LOS E~~	~~na~~	~~27,200~~	~~27,700~~	~~27,700~~

~~**Source: Highway Capacity Manual**~~

The Regional Transportation Planning Organization (RTPO) determined that Forks adopt an LOS C standard ~~should~~ to be maintained on all roads ~~within the Forks UGA.~~ 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.

All major roadways within the Forks UGA are rated LOS C or better indicating there is capacity to accommodate more traffic without excessive waiting times or congestion. A section of US-101 has a LOS D rating though US-101 and SR-110 are highways of statewide significance for which LOS is set by WSDOT. While the section of US- 101 is below the standard the RTPO established the RTPO has determined that for State Highways, a LOS D rating is acceptable.

Build-out LOS was calculated by comparing the number of developed lots to the number of potential lots based upon a minimum lot size of 7,000 square feet with the difference calculated in a set percentage. The percentage was used as a potential growth factor and multiplied by the current Average Daily Traffic (ADT) volume to determine Build-out LOS. All state highways and major arterial roads within the Forks UGA will realize LOS of D- F at build-out development.

However, the potential of maximum build out in the UGA is highly unlikely in the next 20 years.

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 ~~District Office, Clallam County Planning Department, and the City. Existing and Future average daily traffic volume (ADT) for US-101 was provided by the Puget Sound Regional Transportation Planning Organization (PSRTPO) and endorsed by Clallam County as the official Inventory of State Routes within Clallam County.~~

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 ~~the Washington State Board of Transportation~~ WSDOT ~~The pre-determined standards are~~ 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	Existing LOS	Maximum Buildout LOS	Deficiency
Bogachiel Way	0.00	0.44	B	D	18
Calawah Way	0.00	0.59	C	F	22
Calawah Way	0.59	0.81	C	D	14
Calawah Way	0.81	1.64	C	E	15
Division Street	0.00	0.05	B	D	14
US-101	5.37	7.51	D	E	14
US-101	7.51	8.49	B	D	15

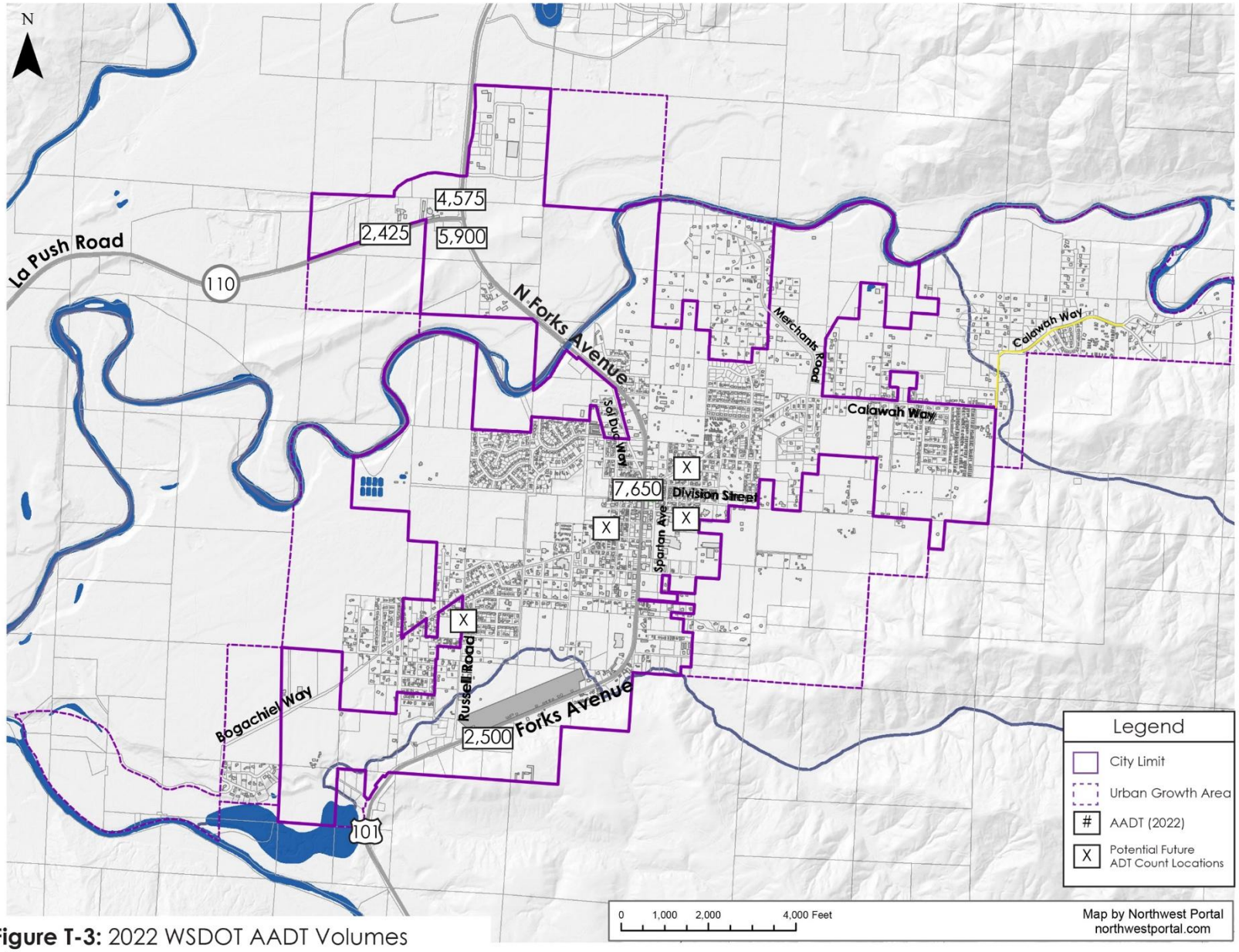


Figure T-3: 2022 WSDOT AADT Volumes

Sol Duc Way	0.00	0.17	~~B~~	~~D~~	12

Future ADT and Buildout ADT were calculated by applying a ratio of existing lots to potential lots to determine the impact upon the FUGA's roadways.

The Regional Transportation Planning Organization (RTPO) determined that, as a standard, roadways with a road width deficiency greater than 12 feet would be substandard. Almost every arterial roadway in the Forks UGA will be substandard at existing pavement widths at Buildout LOS traffic volumes.

Transit level of service (LOS) standards

Transit LOS standards must not work at cross-purposes with the arterial roadway LOS standard. ~~The city~~ 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
S 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
S Forks Ave (US-101) *At Campbell St NW Intersection*	6,425	1,272
S Forks Ave (US-101) *Between Andersonville Ave and SR-110 (La Push Rd)*	5,900	1,083
S 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 S 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, additional local intercommunity transit services provided by the Quileute Tribe to Forks may provide adequate transit LOS equivalent to Active Non-vehicle mode LOS Yellow.

~~Concurrency~~

~~Because the city receives relatively few development permit applications and a single development may have a significant impact on the city, the city reviews each permit for concurrency at the time of permit application. This does not mean the applicant must be concurrent at the time of permitting. The city will apply the concurrency test to any permit for more than a single dwelling unit or more than 1,500 feet commercial space.~~

Future transportation needs ~~and alternatives~~

~~The following analysis addresses those improvements identified by the Regional Planning Commission as having a direct impact upon the transportation network of the Forks UGA and should be considered in the development of future transportation improvement plans by Clallam County and the City of Forks. Funding for such projects should also be reviewed as part of any long-term planning done by either the City of Forks or Clallam County.~~

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 Trilium
- 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 .
-
- Tilicum Lane
- Trilium Ave between Calawah Way and Shearer Street
- Danielson Rd

Construct and expand sidewalks outward from the central core of the Forks UGA towards the major residential population centers.

- Widen and pave the following roads
  - East Division Street
  - Rankin Road
  - Fern Hill Road
  - Bogachiel Way between Russell and Cook Roads
  - Cook Road
  - D. Mansfield Road

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
- Identify a means of providing addition ingress/egress to the Terra Eden
- Identify means of relieving congestion within the core business sector of the Forks UGA

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.

Safety improvements

Accident frequency data provided by the Washington State Department of Transportation (WSDOT) District Office, Clallam County Sheriff's Office, and from the city's Police Department records identified the following roadways and intersections as having a high accident frequency.

- Bogachiel Way
- Calawah Way
- Russell Road
- Merchant Road and Calawah Way intersection

The Regional Transportation Planning Organization (RTPO) recommends these areas be studied to determine what improvements could be made to increase the level of safety for residents and drivers. The following improvements should be considered to alleviate potential hazards - traffic signal modification, improved roadway maintenance, pedestrian displays at signal installation, lane modification, and segments of bicycle and pedestrian ways.

6-year financing plan

The 6-Year Financing Plan for transportation is the result of an iterative process that balances the goals of all comprehensive plan elements. The timing and funding for transportation are restricted by the concurrency requirement and the binding nature of LOS standards. The city is required to create a six-year financing plan for both transportation and capital facilities, however, for transportation the city is also required to provide such

services concurrently with new development.

Existing and new transportation facilities must meet the adopted LOS standards. As new development occurs, expenditures on maintenance of existing facilities must be adequate to continue provision of the adopted LOS. Although not required in capital facilities planning, the operating costs of transportation facilities become important factors in ensuring that a moratorium on new development will not be needed.

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
S Forks Ave (US-101)	E Division St	Calawah Way	C	C
S Forks Ave (US-101)	Calawah Way	T Campbell St	C	C
S Forks Ave (US-101)	T Campbell St	La Push Road (SR-110)	C	C
S Forks Ave (US-101)	La Push Road (SR-110)	Sitkum-Solduc Road	C	C
La Push Road (SR-110)	S Forks Ave (US-101)		C	C

Airports

Forks Airport (SR18) – formerly known as Forks Municipal Airport, is a city-owned, public-use airport located 1 mile southwest of the business district. Forks Airport covers an area of 72 acres at an elevation of 299 feet with 1 designated 4/22 runway with an asphalt surface measuring 2,400 by 75 feet. The runway is equipped with medium intensity runway lighting. Approaches to both ends of the runway are visual.

For the 12-month period ending December 31, 2008, the airport had 13,600 aircraft operations, an average of 37 per day including 99.6% general aviation and 0.4% military. At that time there were 10 aircraft based at the airport including 50% single-engine, 30% helicopter, and 20% ultralight.

Quillayute Airport-(IATA) - formerly known as Quillayute State Airport, is a city-owned airport located approximately 10 miles west of Forks on Quillayute Road. The 1,202-acre property was acquired by the War Department in the early 1940s and developed as an auxiliary air station for joint US Army and US Navy use. The Naval Auxiliary Air Station (NAAS) Quillayute was used as a training center and coastal patrol station during World War II. The former Naval Auxiliary Air Station was deeded to the City of Forks by the Washington State Department of Transportation in 1999.

Forks Airport (SR18)

Quillayute Airport (IATA)

Quillayute Airport covers an area of 739 acres. For the 12-month period ending December 31, 2022, the airport had 6,700 aircraft operations including 97% general aviation and 3% military.

The airport has 2 concrete runways, each one close to 5,000 feet long. Runway 12/ (the north–south runway) is closed. Runway 4/22 is open with a displaced threshold of 1,089 feet. In the Master Planning effort currently underway, it is the intent, in the long-term plan, to remove the displacement on runway 4/22 in the future and reopen runway 12/30 at a shortened length.

In 2024, the City adopted an FAA approved airport master plan was adopted for the Quillayute Airport.

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 ~~the city~~. Provide safe, convenient, and efficient transportation for all residents and visitors to Forks ~~the city~~ 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 ~~the FUGA's~~ 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~~s City~~ 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 ~~UGA~~ 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 ~~the city~~ by at least 15%.

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

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.

~~**Concurrency**~~

~~Because the city receives relatively few development permit applications and a single development may have a significant impact on the city as a whole, the city reviews each permit for concurrency at the time of permit application. This does not mean the applicant must be concurrent at the time of permitting. The city will apply the concurrency test to any permit for more than a single dwelling unit or more than 1,500 feet commercial space.~~

TRANS Goal 4 – Maintain Forks Airport (R18) and Quillayute Airport (IATA) as viable general aviation facilities for private and military single-engine, helicopter, and ultralight craft.

TRANS Policy 4.1 – Maintain Federal Aviation Administration (FAA) certification for operations of both airfields.

TRANS Policy 4.2 – Maintain runway pavement, lighting, and other operating characteristics to allow non-instrument use of both airfields.

TRANS Policy 4.3 – Encourage private development of charter, private, and other aviation activities including freight, passengers, and recreational uses.

TRANS Policy 4.4 – Promote development of terminals, offices, manufacturing, storage, and other economic activities at both airfields.

TRANS Policy 4.5 – Allow non-aviation activities at Forks Airport during special events or other recreational pursuits provided such activities do not interfere with the airport's aviation functions.