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OKANOGAN COUNTY
TRAILS PLAN

BY
OKANOGAN COUNTY
PLANNING DEPARTMENT

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INTRODUCTION

Nationwide alternate transportation modes including bicycling, walking, jogging and horseback riding have been increasing in popularity. This increased interest is being shared by both young and old for reasons such as health, recreation and energy conservation. Corresponding with this increase in popularity is the increase in the demand and need for support facilities which will provide for the enjoyment and safety of those who choose alternate transportation modes. It is for this reason that this plan has been proposed.

Nearly all trails existing in Okanogan County are on National Forest Land. A 1973 inventory of trails by the U.S. Forest Service shows 104 miles needing improvement. The Pacific Crest Trail in Okanogan County is 62.4 miles in length. Other routes in Okanogan County that has been designated as trails are found in state parks at Pearrygin and Alta Lakes.

A good deal of riding and hiking takes place throughout the county along road rights-of-way and in other areas where a trail is not guaranteed to the user. Designated trails outside state or federally owned land in Okanogan County are almost nonexistent with the exception of a few private routes and routes along existing roads that have been designated for tourist information which have not been developed to provide for bicycles, horses or pedestrians.
Aside from what has been outlined adequate provisions have not been made to accommodate nonmotorized traffic in Okanogan County’s transportation system. Due to an increase in safety hazards, resulting from increasing numbers of persons using these routes in ways for which they were not designed, this trails plan has been prepared.

The study area covered by this trail plan includes those areas of Okanogan County which are not under State or Federal ownership. The main emphasis of the plan is directed at the population centers and deals with providing horse, bicycle and pedestrian trails. This plan ties in with State and Federal plans to the extent that this is feasible.
POLICY PLAN

The goals statement is a broad and foresighted statement which expresses what is desired to be achieved by a community or region. Objectives are specific statements which when implemented, contribute in achieving a specified goal. Below are the goals and objectives developed for this plan. It is suggested that they become a statement of public policy.

GOAL: To provide a system of safe, enjoyable outdoor recreation and transportation opportunities for non motorized travel to county residents.

OBJECTIVE 1: To reduce conflicts between alternate transportation modes (i.e. pedestrian, equestrian, bicycle).

OBJECTIVE 2: To provide an identification system through the use of signing and visual separations.

OBJECTIVE 3: To provide routes to scenic and interesting places.

OBJECTIVE 4: To provide varied routes which give users a choice.

OBJECTIVE 5: To develop a system of routes which will serve the maximum number of people in the county.

OBJECTIVE 6: To tie county system of routes into existing or proposed state and federal systems.

OBJECTIVE 7: To provide routes for commuters.

OBJECTIVE 8: To provide for nonmotorized traffic on all bridges within the county.

OBJECTIVE 9: To consider the safety of all transportation modes.
OBJECTIVE 10: To minimize conflict between all transportation modes.

PHYSICAL PLAN

Development Program

1. The development of trail routes along county road rights-of-way should be coordinated with, and incorporated in the County Engineer’s Six Year Construction Program whenever possible. By doing so the development of trails or portions of trails can take place as county roads are maintained, improved and constructed.

2. The development of any given trail route can proceed in stages as funding becomes available. As a short term solution to the problem of safety, adequate signing should proceed all other types of physical modification to the trail route.

3. Various sources of funding should be actively pursued as a means of financing the development of trails. Funding in the form of grants adding to the present level of funding from the state greatly contributes to meeting the goals and objectives outlined in this plan.

PRIORITIES

The establishment of priorities for trail development has been derived from the need for safety as well as routes in proximity of the most trail users. The following routes together with the needed improvements are listed in order of priority; however, segments of routes that are the most hazardous to the trail user are accorded the highest priority. Roadways scheduled for work should be improved for trail use at the same time and all new construction
should provide improved shoulders for reasons of traffic safety, whether the road appears in this plan or not.

The development of priorities set forth in this plan should be vigorously pursued, however, the priorities should not preclude Okanogan County from participation in the development of other trails and trail systems which are found to be beneficial to Okanogan County residents. Okanogan County’s participation in the development of trails herein not mentioned would add a degree of flexibility necessary to provide a wider choice of trail opportunities to Okanogan County residents. Trails and trail systems not mentioned in this plan, when presented to Okanogan County, should be individually reviewed, and participation in their development should only be undertaken if they are found to be of sufficient benefit to county residents.

For maps of the following priorities refer to the appendix.

PRIORITY 1

Trail Route: Okanogan to S.R. 20 (Elmway) by OCR #2405 then SR 20 to Omak
Trail Type: Bicycle, Pedestrian and Equestrian

The route is approximately 2 miles in length connecting the towns, of Okanogan and Omak, two of the largest population centers in Okanogan County. Presently no safe and convenient route of travel for non-motorized modes of transportation exists between these population centers. Suggested improvements include signing, two-way lane construction, shoulder widening and right-of-way acquisition.

PRIORITY 2

Trail Route: Okanogan to Conconully
By OCR #9229
Trail Type: Bicycle, Pedestrian and Equestrian
The trail is approximately 20 miles in length connecting the Town of Okanogan with the Town of Conconully. This priority provides a fine recreational route to Conconully State Park. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 3
Trail Route: OCR #9221 from Okanogan To Jct. OCR #2131; entire Length of OCR #2131
Trail Type: Bicycle, Pedestrian and Equestrian

The trail provides an alternate route between the towns of Conconully and Okanogan. The trail is approximately 17 miles in length and brings the trail user into close proximity to the old town site of Ruby. Suggested improvements include: signing and surfacing on Okanogan County Road Number 2131.

PRIORITY 4
Trail Route: Salmon Creek to Johnson Creek by OCR #2289 OCR #9260 to Riverside
Trail Type: Equestrian

The trail is approximately 11 miles in length extending from the Town of Riverside to Okanogan County Road Numbers 9229 and 9221. The route interconnects with other proposed routes offering users a variety and choice. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 5
Trail Route: Oroville to Ellisford By OCR #9425 through Nighthawk and Loomis
Trail Type: Bicycle, Pedestrian and Equestrian

The route is approximately 39 miles in length and passes several bodies of water including the Similkameen River, Palmer Lake, Spectacle Lake and
Whitestone Lake. The route provides many recreational opportunities. The route is paved and interconnects with many other routes. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 6

Trail Route: Spring Coulee OCR #9206 Trail Type: Bicycle and Equestrian And OCR #9213

Okanogan County Road Number 9206 provides a bicycle route. Okanogan County Road Number 9213 provides a bicycle and equestrian route. The route is approximately 8 miles in length. Okanogan County Road Number 9213 connects with State Route 20 which is designated by the State Master Plan as a bicycle corridor. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 7

Trail Route: Twisp to Winthrop Trail Type: Equestrian
By OCR #9219

The route is approximately 9 ½ miles in length extending from the Town of Twisp to the Town of Winthrop. The route runs parallel to the Methow River. Suggested improvements include: signing and shoulder widening.

PRIORITY 8

Trail Route: OCR #1600 Jct. with Trail Type: Equestrian
OCR #1637, then to SR 20

The route is approximately 7 ½ miles in length and intersects with State Route 20. State Route 20 is designated as a bicycle corridor by the State Master Plan. Suggested improvements include: signing.
PRIORITY 9

Trail Route: OCR #9317 from Winthrop Trail Type: Equestrian
To JCT. With OCR #1613
Entire length of OCR #1613

The route is approximately 10 miles in length and connects the Town of Winthrop with Pearrygin Lake and Pearrygin State Park. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 10

Trail Route: Pateros, OCR #1615 to Trail Type: Equestrian
Jct. with OCR #1657
Entire length of OCR #1657; OCR #1543 and OCR #1535

The route provides a variety of choices in trails to equestrians. The route totals approximately 36 miles in length. In addition to being scenic it connects with the towns of Pateros, Methow and Carlton. The route also connects with State Route 153 and US Highway 97. Suggested improvements include: signing.

PRIORITY 11

Trail Route: Brewster, OCR #9155 to Trail Type: Equestrian, Pedestrian
Okanogan and OCR #1836
To Monse, then OCR #1803 to Highway 97

The route is approximately 27 ½ miles in length. It interconnects with the towns of Brewster, Okanogan, Malott and Monse. In addition, the route connects with US Highway 97 which is designated as a bicycle corridor by the State Master Plan. Suggested improvements include: signing, shoulder stripping, shoulder widening and right-of-way acquisition.
PRIORITY 12

Trial Route: Janis Bridge to Oroville, OCR #9437

The route is approximately 22 miles in length. It interconnects with the towns of Tonasket, Ellisford and Oroville. US Highway 97, which is designated as a bicycle corridor by the State Master Plan, intersects the route. Suggested improvements include signing, shoulder widening and right-of-way acquisition.

PRIORITY 13

Trial Route: Omak to Riverside OCR #3735 and OCR #3738

The route is approximately 10 ½ miles in length. It connects the Town of Riverside with the Town of Omak. Suggested improvements include: signing, shoulder stripping, shoulder widening and right-of-way acquisition.

PRIORITY 14

Trial Route: Omak to Okanogan OCR #3329; OCR #3260; OCR #9309 and OCR #3179

The route is approximately 9 ½ miles in length connecting with the towns of Omak and Okanogan. It also connects with US Highway 20 which is designated as a bicycle corridor by the State Master Plan. Suggested improvements include: signing, shoulder stripping, shoulder widening and right-of-way acquisition.

PRIORITY 15

Trial Route: Riverside to Omak; OCR #2876; OCR #2844; OCR #2781 and OCR #9251
The route serves to interconnect various other trails together and serves a suburb of Omak. It is approximately 11 miles in length. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 16

Trail Route: Pogue Flat; OCR #2646 Trail Type: Bicycle and Pedestrian And OCR #9244

The route is approximately 2 ½ miles in length and serves to interconnect various other routes. Suggested improvements include: signing, shoulder widening, tow-way construction and right-of-way acquisition.

PRIORITY 17

Trail Route: Greenacres Road Trail Type Equestrian OCR #2850

The route is approximately 3 miles in length and interconnects with various other routes. Suggested improvements include: signing, shoulder widening and right-of-way acquisition.

PRIORITY 18

Trail Route: Little Loup Loup Creek Trail Type: Pedestrians To OCR #2065 to Buzzard Lake; OCR #2119 to Spring Coulee; OCR #2195; OCR #2241 and OCR #2230

The route is approximately 15 miles in length. It extends from the Town of Okanogan to State Route 20 and passes adjacent to both Leader and Buzzard Lakes. State Route 20 is designated as a bicycle corridor by the State Master Plan. Suggested improvements include: signing.
TRAIL TYPES AND DEVELOPMENT CRITERIA

BICYCLE TRAILS

(a) Bicycle Ways- These are facilities that allow a mixture of motorized vehicle and bicycle traffic in the same lanes and are relegated to use in areas where low motorized vehicular volumes and low operating speed differentials are prevalent.

In this shared roadway concept vehicular speeds should generally not exceed 35 MPH and traffic volumes should be below 1,000 ADT/lane. If bicycle volumes are high enough to cause traffic disruptions, a bicycle lane or path is desirable. Bicycle ways are generally applicable in urban and suburban areas where traffic speeds and volumes are low and where the ability for cyclists to maneuver at intersections is essential.

(See figure 1)

(b) Bicycle Lanes – As bicycle and motorized vehicle traffic volumes and differential operating speeds increase, it becomes necessary to provide separate lands for each mode of travel. In rural areas, a paved shoulder with proper delineation and pavement marking is normally adequate to be designated as a bicycle lane. In urban areas, it may be necessary to prohibit parking in order to develop the bicycle lane concept.

Bicycle lanes can coexist with relatively heavy traffic volumes since the bicycles travel next to, rather than mixed with, the motor vehicles. Bicycle lanes perform especially well along roadways with few or low volume cross streets. The width of bicycle lanes should be at least five
(5) feet and desirably eight (8) feet. Two-way bicycle lanes should be at least eight (8) feet with a desirable width of ten (10) feet. Delineation of the bicycle lanes on roadway shoulders consists of a painted white line at least eight (8) inches wide. Mountable curbing should be avoided in that it provides a barrier to bicycle maneuverability while providing virtually no protection from the motor vehicles. (See Figure 2).

(c) Bicycle Paths – A point is reached where motorized vehicular volumes and operating speeds become too great to permit the operation of bicycles and motorized vehicular traffic immediately adjacent to each other. As speeds and volumes go up, greater separation must be provided. The alignment of a bicycle path need not necessarily parallel the alignment of the highway and should generally conform to the topography when possible to do so.

Bike Path- A bike path has a 3.5 foot minimum width and a 4 foot desirable width for one-way operation. A two-way path should be at least seven feet wide, with an eight foot desirable width. When possible the path should be located at least 30 feet from the edge of the traveled way.

The speed for which a bicycle path is designed will vary with its purpose and its vertical alignment. For a primarily recreational scenic route, a design speed of 15 mph is reasonable, but may have to be increased to as much as 30 mph if lengthy downgrades are encountered. As the design speed of a bike path increases, wider paths should be favored and up to two feet of widening on the inside curves for two way bike lanes may be needed for curves with a radius less than 100 feet. (See figure 3)

General development criteria includes:
• The maximum grade of a bicycle trail should not exceed 10 percent, a grade of 6 percent may be optimum in a hilly region but totally unacceptable in areas with level terrain. Generally the longer the grade the flatter it should be.

• All designs must be durable, accessible and sufficiently wide to allow maintenance to keep a clean, smooth surface.

• Signing for all bicycle facilities should be in conformance with the manual on Union Traffic Control Devices.

• Where bridge rails or other protective railings are used, the top element should be at least 4’6” high.

• A 10-foot vertical clearance is desirable with 8.5 feet being minimum. All clearance must be sufficient to accommodate anticipated maintenance equipment.

• Bicycle route and crossing markers should be posted so that there is sufficient warning to motorists of the presence of bicyclists as well as providing direction to the bike rider.

PEDESTRIAN TRAILS

(a) Footlanes - These facilities can be formal, paved trails when constructed in urban or suburban areas of high usage. In rural, or low use areas they can be designated shoulders of existing roads and streets. Footlanes generally parallel the vertical and horizontal alignment of the highway and should be raised-curbed in crossection in urban areas when constructed immediately adjacent to the traffic lanes. Curb ramps are required at crosswalks in all cities or towns. Additional provisions for wheelchairs and handicapped users are desirable.
Highway traffic volume should be less than 5,000 ADT/lane and highway speed should not exceed 35 mph. The width of pedestrian lanes should be a minimum of five feet. Alignment should be parallel and adjacent to the travel lane, parking land or shoulder. The footlane should share the same grade as the highway. (See figure 4)

(b) Footpaths – As the need for a formal trail diminishes, a different level of service can be furnished which will fulfill the needs of pedestrians. Footpaths are an independently aligned facility located in a manner to provide additional safety, contribute to environmental enhancement and pleasant experience. The width of the footpath should be a minimum of four (4) feet with a grade not to exceed 10 percent. The alignment should be beyond the 30-foot safety zone. The footpath surface can be pave, graveled, bark, or natural. (See Figure 4).

(c) Hiking and Walking Trails – These are specific pedestrian facilities designed for use generally in more remote areas for more specific use and feature independent alignment, steeper grades and unpaved surfaces. Width of the trail should be a minimum two foot tread. The grade of the trail should not exceed 20 percent for short distances or exceed 10 percent for any extended period of time. The trail is independently aligned and located beyond the 30 foot safety zone. Clearance should be minimum of 10 feet vertical and 8 feet lateral. The surface of the trail is either natural or gravel. (See figure 5)

General Development criteria includes”

(1) Pedestrian railings for bridges and protective railings should be at least 3’6” high.
(2) The design of footlanes and paved footpaths must recognize the probable
use by bicycles and equestrians. Because an entrance design to a
footpath that would exclude bicycles and equestrians may well exclude
some pedestrians. The clearance and other criteria for bicycles and
equestrians should be reviewed for compatibility.

(3) Pedestrian facilities utilizing the shoulder area of highways should be
clearly delineated and signed for use by pedestrians.

EQUESTRIAN TRAILS

(a) Equestrian Lanes – in rural or low use areas they can be designated
shoulders of existing roads and streets. Equestrian lanes general parallel
the vertical and horizontal alignment of the highway. Equestrian lanes
should only be utilized where low traffic volumes and low vehicular speeds
exist. Vehicular speed should not exceed 35 mph. Equestrian lanes should
have the same grade as the roadway and the width should be at least five
(5) feet and desirable eight (8) feet. Two way equestrian lanes should be at
least eight (8) feet wide and desirably ten (10) feet. Delineation of an
equestrian lane on roadway shoulders consists of a painted white line at
least eight inches wide. The surface of the lane is composed of either
natural materials of gravel. (See figure 5).

(b) Equestrian Paths- A point is reached where motorized vehicular volumes
and operating speeds become too great to permit the operation of motorized
vehicular traffic and equestrian traffic immediately adjacent to each other.
Equestrian paths are independently aligned facilities located in a manner to
provide additional safety.
The width of an equestrian path should be a minimum of four (4) feet, two-way equestrian paths should be six (6) feet in width. The equestrian path surface can be graveled, bark, or natural. (See figure 6).

(d) Equestrian Trails – These are specific equestrian facilities designed for use generally in more remote areas for more specific use and feature independent alignment, steeper grades and unpaved surfaces. Width of the trail should be a minimum of four (4) feet. The grade of the trail should not exceed 20 percent for short distances or 10 percent for any extended period of time. The trail is independently aligned and located beyond the 30-foot safety zone. Clearance should be a minimum of 14 feet vertical and 10 feet lateral. The surface is of a natural or gravel material. (See figure 6)

General development criteria includes:

1. Equestrian route markers should be posted so that there is sufficient warning to motorists of the presence of equestrians as well as providing direction to the equestrian.
2. All designs must be durable, accessible and sufficiently wide to allow maintenance vehicles to keep a clean, smooth surface.
3. Whenever possible equestrians should be kept separate from motorized traffic.
4. The design of equestrian paths and lanes must recognize the probable use by bicycles and pedestrians. Therefore, criterion for bicycles and pedestrians should be reviewed for compatibility.
Multi Use Trails

A multi-use trail is a trail designated for use by more than one of the three user types (bicycles, pedestrians and equestrians). The main separation should be between bicycles and equestrians. As a result of compatibility pedestrians can use either bicycles or equestrian trails. In the event that a trail must be used by more than one user type design criteria of the component user types should be reviewed for compatibility and when possible incorporated in the design of the trail under consideration.
INSERT FIGURE 5
Legislation

Legislation at the state and federal level has resulted in numerous laws relating to the planning and development of trails. A number of these laws have been outlined below. This list is not intended to be all inclusive.

TRAILS ALONG HIGHWAYS ACT OF 1972 (RCW 47.30)

Provides for the expenditure of one-half of one percent of the motor vehicle fund revenues allotted counties and cities for the development of pedestrian, equestrian and bicycle trails. This money can be utilized for planning, accommodating, establishing and maintaining trails. The law allows, as an alternative to expending the funds each ear, crediting the funds to a financial reserve or special fund to be held for not more than ten years.

WASHINGTON STATE RECREATION TRAILS SYSTEM ACT (RCW 67.32)

Provides for the planning of a statewide trail system which would coordinate existing and proposed trail plans of federal, state and local agencies within the state. A provision of this law authorized the participation of volunteer organizations in the construction and maintenance of public trails without liability to the public agency.

LANDOWNER LIABILITY LIMITATION (RCW 4.24.200-210)

This law is intended to encourage landowners to make available to the public potential trail areas for recreational purposes. The law limits the liability of landowners and others when trail users are permitted on their land without charge.
FEDERAL AID HIGHWAY ACT OF 1973

This federal law provides 40 million dollars annually to state and local agencies for the construction of bicycle trails and bicycle facilities. This law provides money for bikeways outside road rights-of-ways where such routes accommodate bicyclists who would otherwise use these rights-of-way.
INSERT PRIORITY 2 MAP
INSERT PRIORITY 3 MAP
INSERT PRIORITY 6 MAP
INSERT PRIORITY 7 MAP
INSERT PRIORITY 8 AND PRIORITY 9 MAPS
INSERT PRIORITY 10 MAP
INSERT PRIORITY 11 MAP
INSERT PRIORITY 12 MAP
INSERT PRIORITY 13 AND PRIORITY 14 MAPS
INSERT PRIORITY 15 AND PRIORITY 16 MAPS
INSERT PRIORITY 17 AND PRIORITY 18 MAPS