Implement more designs found in the NACTO Urban Bikeway Design Guide. These designs have been shown to improve conditions for people who bike in other cities throughout the United States. A broader range of designs and treatments may make it easier to craft appropriate solutions for your streets.

Your application indicated the existence of multiple laws that restrict the movement of bicyclists or which may discourage people from bicycling. You should review your local ordinances and any data on citations and crashes that is available to understand whether your current ordinances are necessary. In particular, it seems contradictory to require the use of side paths while prohibiting the use of sidewalks throughout the community.

Although Port Townsend has been routinely updating its Bicycle Master Plan first adopted in 1998 it may be useful to do a new Bicycle Master Plan that reflects current best practices and serves as a vehicle for between staff, elected officials, advisory boards, governmental agencies, healthcare providers and advocates. Port Angeles is doing some great work under its current plan but may experience addition benefits by articulating a stronger vision for the community and building broad support for that vision through a structured planning process.

Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.