

AGENDA

Clallam County Planning Commission

Meeting of October 19, 2022 6:00 p.m.

The Clallam County Planning Commission will conduct a regularly scheduled meeting on **Wednesday, October 19, 2022, at 6:00 p.m.** in Room 160 of the Clallam County Courthouse, 223 East Fourth Street, Port Angeles, WA 98362. The meeting can also be attended via Zoom through meeting number 857 7304 5582 with passcode 12345.

The information provided to the Commission in preparation for this meeting is available at:
<https://websrv7.clallam.net/forms/uploads/PlanningCommissionPacket.pdf>

- A. CALL TO ORDER**
- B. PLEDGE OF ALLEGIANCE**
- C. ROLL CALL**
- D. WELCOME**
- E. APPROVAL OF MINUTES**
- F. ANNOUNCEMENTS**
- G. PUBLIC COMMENT – Please Limit Comments to Three Minutes**
- H. UNFINISHED BUSINESS - none**
- I. PUBLIC HEARING: 6-year Transportation Improvement Program**
- J. WORK SESSION ITEMS:** Continued discussion on Sign Code, specifically standards and enforcement.
- K. PUBLIC COMMENT – Please Limit Comments to Three Minutes**
- L. ADJOURNMENT**

Members:

Chair, Steve Gale & Vice-Chair, Ron Long
Robert Miller; N. Bonnie Booth; M. Ingrid Carmean; Jeff Carter;
Thomas Butler; Kenneth Reandeau; Jane Hielman

Department of Community Development Staff:

Donella Clark, Principal Planner

Road Department Staff:

Steve Gray, Transportation Planner

MINUTES

Clallam County Planning Commission

Meeting of October 5, 2022, 6:00 PM

- A. CALL TO ORDER: The meeting was called to order at 6:00 p.m.
- B. PLEDGE OF ALLEGIANCE.
- C. ROLL CALL: Members present were Vice-Chair Ron Long, Bonnie Booth, Jeff Carter, Thomas Butler, Robert Miller, and Ken Reandeau. Donella Clark, Principal Planner represented staff from the Department of Community Development and Steve Gray, Transportation Planner, and Joe Donisi, County Engineer, were present from the Road Department.
- D. WELCOME: Vice-Chair Ron Long welcomed all in attendance.
- E. APPROVAL OF MINUTES: September 21, 2022
- F. ANNOUNCEMENTS: Staff informed the Planning Commission that the Board of County Commissioners will be voting to appoint Jane Hielman back on the Planning Commission at their October 11th meeting. Staff also provided an update regarding Code Enforcement cases since we had been discussing enforcement of the County Codes. In November 2021 there were 444 open enforcement cases. By September 23, 2022 there were a total 603 cases reported, however staff has closed 266 cases in 10 months. Enforcement of the remaining 337 cases include Environmental Health complaints which DCD does not work through. With only 1.5 Officers and Administrative staff they accomplish a lot.
- G. PUBLIC COMMENT PERIOD: Ed Bowen referenced the interaction with the County and City of Port Angeles and suggest that these relationships could be clarified through the Comprehensive Plan update. The Comprehensive Plan puts tires on the road to an agreement of how the City and the County interact.

Keith Parsons presented his concerns regarding propane tanks and the fact that they are not sufficiently installed to withstand a Cascadia event. Many tanks in the Sunland area are not even strapped to the ground. Wondering if the Commission would recommend rules to require these to be installed so that they do not roll down hills during an earthquake.
- H. UNFINISHED BUSINESS: None.
- I. PUBLIC HEARING ITEM: None.
- J. WORK SESSION ITEMS: Commission heard a presentation of the 6-year Transportation Improvement Program (TIP) from Steve Gray. Draft TIP was presented to the Board of County Commissioners (BOCC) earlier in the week. A Public Hearing will be conducted at the Planning Commission October 19th and with the BOCC on November 8th. Following the presentation of the projects on the TIP, Steve Gray and Joe Donisi took questions from the Planning Commission and the public. Ed Bowen made comments. Cheryl Bauman the Manager of the North Olympic Lead Entity spoke about some culvert projects and the relationship between road projects and Non-governmental agencies to fund improvements. Wendy Clark-Getzin the Transportation Program Manager of the Jamestown S'Klallam Tribe listed some projects the Tribe is sponsoring.
- K. PUBLIC COMMENT PERIOD: None.
- L. ADJOURNMENT: The meeting adjourned at ___8:00___ p.m.



Clallam County Public Works/Road Department

223 E. Fourth St., Suite 6

Port Angeles, WA 98362-3000

360-417-2290 Fax: 360-417-2513 E-mail: steve.gray@clallamcountywa.gov

TO: Interested Parties
FROM: Steve Gray, Transportation Program Manager
SUBJ: Draft Clallam County Six-Year (2023-2028) Transportation Improvement Program

About the Six-Year TIP

The Six-Year TIP is annually updated pursuant to RCW 36.81.121. It identifies both current and planned transportation improvement projects over the next six-years for roads, bridges, trails (e.g., Olympic Discovery Trail), and other transportation system improvements under the jurisdiction of Clallam County. It also may include transportation improvement projects that the County partners with other local, state, federal and tribal jurisdictions, for example, the recently completed Olympic Discovery Trail (ODT)-Spruce Railroad Trail Section along the north shore of Lake Crescent within Olympic National Park.

Like other capital improvement plans, the Six-Year TIP is only a plan for what should be done under the provision of adequate funding. Decisions about advancing projects into design, acquisition, and construction are made through the annual County budgeting process. Since the TIP is updated annually, it can be changed to reflect new needs, priorities, revenues, and revised budget assumptions. The Six-Year TIP is also an important programming and planning tool to qualify for receiving state and federal transportation grants and other funding.

Types of transportation system improvement projects in the Six-Year TIP include, but are not limited to:

1. Road improvement projects such as new construction, reconstruction, widening (lane width, shoulders), resurfacing (e.g., asphalt overlays), re-alignment, and other enhancements (e.g., drainage, safer roadside slopes for recovery)
2. Bridge replacement, repairs, and rehabilitation (e.g., painting)
3. Olympic Discovery Trail (e.g., trail corridor acquisition, engineering design, construction)
4. Culvert replacement projects (e.g., replace undersized or failing culvert, fish passage improvements)

Factors for projects programmed on the Six-Year TIP may include traffic volumes, roadway conditions, road geometrics (e.g., deficient width), safety (e.g., guardrails, shoulder widths/slopes, turn lanes, etc....), accident history, and/or other engineering considerations. Bridge improvement projects listed in the Six-Year TIP are based on state mandated bridge inspections to identify deficient bridges. However, a significant driving factor for project programming is available funding.

The County Public Works/Road Department is responsible for maintaining approximately 490 miles of roads, 35 bridges, and those sections of the Olympic Discovery Trail (ODT) managed by Clallam County. The Six-Year TIP does not include County Road and trail maintenance related work, which represents the largest annual expense impacting the Road Department operations and budget. Road maintenance activities include, but are not limited to:

- Annual County-Wide Chip Seal Surface Overlays (typically 20 to 45-miles annually) as a key pavement maintenance management activity to extend the lifespan of roads throughout the County.
- Pothole and crack sealing
- Road Corridor Vegetation Management (e.g., mowing, brushing, clearing of downed trees/limbs)
- Surface sweeping
- Maintenance and repair of structures (e.g., signs, guardrails, etc.)
- Maintenance and repair of culverts and other drainage facilities (e.g., road-side ditches)
- Noxious Weed Control
- Pavement marking refreshing
- Olympic Discovery Trail and Corridor Maintenance and Repairs
- Road sanding and snow removal
- Other maintenance and repairs.

Two major annual revenue sources that are critical to support the Road Department operations include: 1) local property taxes; and 2) the County share of state gas tax revenue. In 2023, these two funding sources are projected to total approximately 10.2 million, with approximately 8.1 million projected from local property taxes and 2.1 million from state gas tax revenues. This revenue is needed to fund general Public Works/Road Department transportation facility maintenance activities and related operations costs.

Therefore, transportation system improvement projects found in the Six-Year TIP generally rely on securing other local, state, or federal funding sources.

Transportation system improvements listed in the Six-Year TIP typically rely on other local, state, or federal funding sources that are often limited to the types of eligible projects they may fund. For example, the funding source may be restricted to roads that are classified as collectors/ arterials (i.e., local access roads not eligible); bridge projects; a non-motorized trail; a culvert replacement that qualifies fish passage improvements; or other eligibility requirements. Most transportation funding sources are subject to a competitive process with others seeking to secure funding for their projects.

The Draft Six-Year (2023-2028) TIP contains 31 programmed projects or project funding areas that are planned for over the next six years including:

- 13 road construction projects
- Four bridge projects (one replacement and three preservation/rehabilitation);
- Eight culvert replacement projects (several involving multiple culverts) with six of the eight addressing fish passage improvements; and
- Several Olympic Discovery Trail (ODT) projects to address trail corridor acquisition, design, and construction to complete the planned, approximately 13-mile western terminus of the ODT connecting the communities of Forks and La Push as well as popular Olympic National Park 2nd and 3rd Beach trailheads.

These projects have either: 1) secured funding for the engineering design, right-of-way acquisition, and/or construction phases; or 2) where funding is “reasonably expected” to be secured for a project phase(s) during the six-year planning period.

The 31 programmed projects in the Draft Six-Year (2023-2028) TIP are not listed in a priority order. They are organized by category and listed in alphabetical order. For many programmed projects, work is already

completed or underway in one or more project phases (e.g., engineering, right-of-way, construction). For example, work for reconstruction of TIP Project #3: Dry Creek Road is in progress now.

The Draft Six-Year (2023-2028) TIP also contains 49 planned, unfunded transportation improvement projects--see TIP Project ID #'s U1-U47 that start on Page 5 of the Draft TIP. These projects are not yet programmed for work in next-six years because funding has not yet been identified within currently anticipated resources. For some of these projects, there may be limited staff time put forward related to conceptual design, grant writing, and other work to support future programming of these projects. These projects may be programmed to move forward in the next-six years if funding becomes available.

Relationship to the Clallam County Comprehensive Plan

Transportation system improvement projects in the Six-Year TIP are intended to implement and be consistent with the goals, policies and identified transportation needs in the Clallam County Comprehensive Plan, Title 31 CCC, including the countywide and regional comprehensive plans transportation elements. The Six-Year TIP represents the multiyear finance plan and implementation tool to guide improvements to the County's transportation system as required under RCW 36.70A.070 (6) of the Washington State Growth Management Act (GMA). It implements comprehensive plan planning policy CCC 31.02.420(6).

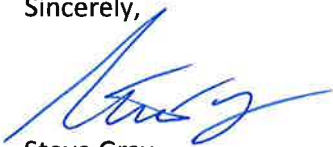
Planning Commission Review and Recommendation on the Six-Year TIP

The Planning Commission (PC) will be holding a public hearing on October 19, 2022, on the Draft Six-Year (2023-2028) TIP. The PC is a citizen advisory board appointed by the Board of County Commissioners (BOCC) that provides recommendations on the Six Year TIP Annual Update and other County planning matters.

Board of Clallam County Commissioner Review and Action on Six-Year TIP

Clallam County transportation improvement projects are based on the adopted Six-Year TIP and Annual Construction Program. Pursuant to RCW 36.81.121 and WAC 136-16-018, Clallam County must adopt both an updated Six-Year TIP for the ensuing six calendar years (i.e., 2023-2028) and an updated Annual Construction Program for the ensuing year (i.e., 2023) prior to adopting the Clallam County 2023 Budget. The Annual Construction Program represents the first year of the updated Six-Year (2023-2028) TIP. The BOCC will consider the Planning Commission recommendation and will hold a public hearing on the Six-Year (2023-2028) TIP on November 8, 2022.

Sincerely,



Steve Gray
Transportation Program Manager
360-417-2290
steve.gray@clallamcountywa.gov

DRAFT (09-28-2022)

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028



Clallam County Public Works/Roads Department
223 E. Fourth Street, Suite 6
Port Angeles, WA 98362-3000
roads@co.clallam.wa.us

Clallam County Six-Year (2023-2028) Transportation Improvement Program (TIP)

Guide to Codes and Acronyms

Road Functional Class

06=Rural Minor Arterial
 07=Rural Major Collector
 08=Rural Minor Collector
 09=Rural Local Access
 00=No functional classification (e.g., trails)

Improvement Types

01=New construction
 02=Relocation Project
 03=Reconstruction
 04=Major Widening
 05=Minor Widening
 06=Other Enhancements
 07=Resurfacing

Project Phase

PE = Preliminary Engineering
 RW = Right-of Way
 CN = Construction

Funding Status

C = Completed Phase in prior year(s).
 S = Secured (funded)
 S/P = Secured partial funding or application for funding pending.
 P/U = Planned (Unfunded).

Federal Fund Codes

FEMA=Federal Emergency Management Agency Hazard Mitigation Program
 FLAP=Federal Lands Access Program
 HSIP=Highway Safety Improvement Program
 STBG=Surface Transportation Block Program
 STP(BR)=Surface Transportation Program (Bridge)
 TA=Transportation Alternatives
 NHSAM=National Highway System Asset Management Program
 USFWS=U.S. Fish & Wildlife Service
 NOAA=Natl. Oceanic & Atmospheric Administration Fish Barrier Grant

State Fund Codes

CAPP=County Arterial Preservation Program
 RAP=Rural Arterial Program
 UATA=Urban Arterial Trust Account
 RCO=Recreation Conservation Office
 RCO-FBRB = RCO Fish Barrier Removal Board
 RCO-SRFB = RCO Salmon Recovery Funding Board
 RCO-WCRRRI = RCO WA. Coast Restoration & Resiliency Initiative

Other Fund Codes (local funding)

PRVT=Private Donation
 LEKT = Lower Elwha Klallam Tribe
 JSKT=Jamestown S' Klallam Tribe Tribal Transportation Funding
 CCLTG=Clallam County Lodging Tax Grant
 REET=Clallam County Real Estate Excise Tax Funds

Local Funds By Phase Explanation

Local funding comes primarily from the property tax road levy and the County's share of the state Motor Vehicle Fuel Tax. Other potential funding may include Real Estate Excise Tax and other County funding.

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2023 - 2028

Hearing Date: _____
Adoption Date: _____
Resolution No.: _____

TIP Project No.	PROJECT IDENTIFICATION				Functional Class	Improvement Type(s)	Total Length (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS										EXPENDITURE SCHEDULE (LOCAL AGENCY) [See Footnote]										
	A. Project/Road Name[Road Log/Bridge No.]; [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D. Total Project Federal, State and/or Other Outside Funding (prior/future)							FUNDING SOURCE INFORMATION (BY PHASE)					EXPENDITURE SCHEDULE (LOCAL AGENCY) [See Footnote]															
								Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2023	2024	2025	2026 to 2028								
ROAD CAPITAL CONSTRUCTION PROJECTS																												
1	Black Diamond Road (31030) [698-1507] MP 2.66 to MP 3.40 Shoulder widening, improve recoverable slopes, and potential separated bike and pedestrian path. HSP = \$268,000. Target to apply for additional HSP grant funding needed for construction.	8	5	0.74	PE	S	2015	HSIP	18				20	38	20													
			12		RW	S	2023						50	50														
			32		CN	S/P	2024		250						490	740			740									
			Totals	268							0	560	828	70	740	0	0											
2	Carlsborg Road (94270) [698-1902] MP 1.01 to 1.76 Resurface, restore and shoulder widening. RAP = \$472,500; REET \$375,000 (estimate)	7	3	0.75	PE	S	2019	RAP & REET					27	3	30	20												
			7		RW	S	2022						50	50	50													
					CN	S	2023					820		820	820													
			Totals	0							847	53	900	890	0	0	0											
3	Dry Creek Road (31870) [698-1601] MP 0.00 to MP 0.68 Rehabilitate, resurface, restore, widen, and partial realignment between US 101 and Edgewood Drive. Construction anticipated to be completed in 2022 . RAP= \$1,035,000; LEKT=\$125,000	7	3	0.68	PE	C	2018	RAP & LEKT					218	24	242													
			5		RW	C	2020						154	17	171													
			7		CN	S	2020					663	730	1,393	10													
			Totals	0							1,035	771	1,806	10	0	0	0	0										
4	Dungeness Natl. Wildlife Refuge(DNWR) Access Improvements (45350, 45890, 94170) [698-2001] Relocate part of the Voice of America Rd. away from bluff; realign the Kitchen-Dick Rd and Lotzgesell Rd. curve; add dedicated left-turn lane into the County Park and DNWR entrance; and widening. FLAP = \$1,729,438	7	2	1.44	PE	S	2022	FLAP	166				26	192	132													
			9		RW	C																						
			6		CN	S	2023		1,563					244	1,807			1,807										
			Totals	1,729							0	270	1,999	132	1,807	0	0											
5	Health Road (45850) [698-1910] MP 0.00 to MP 1.50 Shoulder widening	9	5	1.5	PE	S	2023						15	15	15													
					RW	S	2023						15	15	15													
					CN	S	2024					65	65	65			65											
			Totals	0							0	95	95	30	65	0	0											
6	Hoko-Ozette Road (#91460) M.P. 19.5. Relocate road segment (~ 400 feet or less) away from slide area, reconstruct and resurface. May need 40 to to 50-feet of additional right-of-way.	7	2	0.08	PE	S	2022						10	10	5													
			3		RW	S	2022						10	10	5													
			7		CN	S/P	2023					150	150	150			150											
			Totals	0							0	170	170	10	160	0	0											
7	Kitchen-Dick Rd. (94170) & Old Olympic Hwy (94120) Roundabout Preliminary concept design and public process for potential roundabout traffic flow intersection improvement and state / federal (e.g., HSP) future road safety grant application.	7	3	0.2	PE	S	2023						40	40	20	20												
			6		RW																							
			7		CN																							
			Totals	0							0	40	40	20	20													
8	Joyce Piedmont Road (92210) [SCP-21001] MP 0.0 to 4.3 Reconstruction, realignment, widening, resurfacing and safety improvements. Project delivered by Western Federal Lands Highway Division . FLAP = 6,487,000 (Use State Toll Credits for Match)	7	2	4.3	PE	S	2019	FLAP	564	State Toll Credits			0	40	40	20	20	0	0									
			3		RW	S	2024						30	594	5	5	5	15										
			4		CN	S	2024		5,923			923																
			Totals	6,487						923	120	7,530	5	95	5	15												
9	Sequim-Dungeness Way (95250) & Woodcock Rd. (52500) Roundabout [698-1803] MP 2.42 to MP 2.62 Roundabout safety & traffic flow intersection improvement. Construction completed and open in 2022. Potential minor improvements in 2023. HSP=\$788,206; STBG=\$350,000	17	3	0.2	PE	C	2020	HSIP	45				45	90														
			6		RW	C	2021						23	23														
			7		CN	S	2021		1,138						55	1,193	10											
			Totals	1,183						0	123	1,306	10	0	0	0	0											

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2023 - 2028

Hearing Date: _____
Adoption Date: _____
Resolution No.: _____

PROJECT IDENTIFICATION				PROJECT COSTS IN THOUSANDS OF DOLLARS														
TIP Project No.	A. Project/Road Name(Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D: Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Type(s)	Total Length (mi.)	FUNDING SOURCE INFORMATION (BY PHASE)						EXPENDITURE SCHEDULE (LOCAL AGENCY) [See Footnote]							
					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2023	2024	2025	2026 to 2028	
10	South Airport Road (93230) MP 0.00 to MP 0.682 Pre-level and overlay and section of grind and overlay. Cooperative project with the City of Port Angeles. NHSAM = \$1,038,280	16	7	0.68	PE	S	2022		20				20	10				
					RW			NHSAM					0					
					CN	S	2023		1,018				1,018	1,018				
					Totals				1,038		0	0	1,038	1,028	0	0	0	
11	Towne Road (52270) [698-1701] MP 0.76 to MP 1.99 Spot improvements for shoulders and sight distance between Woodcock Road and future alignment on top of relocated levee.	9	6	1.23	PE	S	2025					70				10		
					RW	S	2026				60						60	
					CN	S	2026				460						460	
					Totals				0		0	590	590	0	0	0	530	
12	Towne Road (52270) [698-1606] MP 1.99 to Seq. Dung. Way Reconstruct and relocate segment of Towne Rd. on top of completed relocated levee section. Dungeness River Floodplain Restoration Grant (DRFR) and/or REET = \$1,200,000 (estimate)	9	2 3 5 7	0.75	PE	C	2020			DRFR &								
					RW	C	2020			REET								
					CN	S	2022				1,200	800	2,000	1,990	10			
					Totals				0		1,200	800	2,000	1,990	10	0	0	
13	Undi Road (11670) [SCP-21002]. Road improvements related to the Jefferson County Undi Road Bypass Project. Funded by a Federal Lands Access Program (FLAP) Award to Jefferson County. Project delivered by Western Federal Lands Highway Div. FLAP \$2,034,407	9	3 5	1.29	PE	S	2020											
					RW			FLAP					0					
					CN	S	2023						0					
					Totals				0		0	0	0	0	0	0	0	
BRIDGE REPLACEMENT, PRESERVATION, AND REHABILITATION PROJECTS																		
14	Clallam Slough Bridge Replacement (19400 BR1) On Frontier Street (19400) MP 0.07 to MP 0.44 Demolish bridge and replace with new bridge and approaches designed to current standards. Design anticipated to be completed in 2022. STP(BR) = \$5,193,100	8	4 9	0.37	PE	S	2020		1,298				1,298					
					RW	C	2022		STP(BR)				0					
					CN	S	2023				3,895			3,895	3,873	10		
					Totals				5,193		0	0	5,193	3,873	10	0	0	
15	Hoko Falls Bridge (91460BR2) [698-1804] on Hoko-Ozette Road (91460) MP 6.88 to MP 6.91 Various bridge preservation work (replace expansion joints, clean bridge, prepare & paintbearings, seal deck).	7	10	0.03	PE	S	2024									25		
					RW							25	25					
					CN	S	2025					175	175				175	
					Totals				0		0	200	200	0	0	25	175	
16	Sol Duc River Bridge (11200BR1) On Quillayute Road (11200) MP 6.47 to MP 6.52 Bridge preservation. Prep and paint steel truss bridge. STP(BR) = \$2,790,000	8	10	0.05	PE	S	2023		170									
					RW			STP(BR)				23	193	96	96			
					CN	S	2025		2,620								2,620	
					Totals				2,790		0	23	2,813	96	96	2,620	0	
17	Weel Bridge (18760BR1) On Weel Road (18760) MP 0.39 Bridge preservation. Prep and paint steel girder bridge. STB(BR) = \$1,822,200	9	10	0.19	PE	S	2023		115									
					RW			STP(BR)				15	130	65	65			
					CN	S	2025		1,745								1,745	
					Totals				1,860		0	15	1,875	65	65	1,745	0	
CULVERT AND FISH PASSAGE CAPITAL PROJECTS																		
18	Bear Creek Rd. (20210) Culvert Replacements MP 1.74 & 1.78 Fish passage improvement. Delivered by Trout Unlimited. Design: RCO-SRFB = \$137,625; Private = \$97,000. Construction: USFWS = \$992,000. Pending NOAA & RCO-FBRB Grant Applications = \$992,000.	9	9	0.01	PE	S	2021			RCO-	235	0	235					
					RW	S	2023		USFWS			5	5					
					CN	S/P	2024			992	PRVT	992	0	1,984				
					Totals				992		1,227	5	2,224	5	0	0	0	

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CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2023 - 2028

TIP Project No.	PROJECT IDENTIFICATION A. Project/Road Name (Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D. Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Type(s)	Total Length (mi.)	Project Phase	Funding Status	Phase Start	PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE (LOCAL AGENCY) [See Footnote]			
								FUNDING SOURCE INFORMATION (BY PHASE)				Total	2023	2024	2025	2026 to 2028		
								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase						
28	Olympic Discovery Trail (ODT)--Forks to La Push [698-2101] Design and construct ~ 12-mile, trail from US 101 to existing La Push trail adjacent to SR 110 corridor. Project delivered by Western Federal Lands Highway Division. FLAP = 5.1 to 11.3 million	0	32	12	PE RW CN	S S S	2021 2025 2025	FLAP	2,117 9,210 11,327			372 372 11,699	0	0	0	0	372	372
29	Countywide Olympic Discovery Trail (ODT) Trail Corridor Gap Acquisition [698-1607, 698-2102, 698-2103] Various locations countywide in current ODT gaps.	0	32		PE RW CN	S/P S/P S/P	2022 2022 2022					300 300 300	50	50	50	50	150	150
VARIOUS LOCATION PROJECTS																		
30	Countywide Overlay Surface Improvements Road resurfacing improvements at various County locations.		7		PE RW CN	S S S	2022 2022 2022					120 1,080 1,080	20	20	20	20	60	60
31	Countywide Various Improvements Traffic control devices, signage, safety (e.g., guardrails), shoulder widening, drainage, surfacing upgrades, or other improvements. County misc. right-of-way & engineering project services.		6		PE RW CN	S S S	2022 2022 2022					120 180 300	20	30	30	50	200	200
TOTAL FUNDED PROJECTS									37,046		12,986	7,487	57,519	9,849	4,720	5,495	2,042	2,042

NOTE: The estimated Local Agency (i.e., Clallam County) project expenditures for the 2023-2028 planning period may be less than the total costs shown by project funding source and phase. This may be due to one or more of the following reasons:

- 1) The project is underway and has expended project funds prior to Year 2023;
- 2) The project funding award is not to Clallam County and the project is being delivered by another agency or organization without any County match required;
- 3) The project funding award is not to Clallam County and the project is being delivered by another agency or organization with only a County match shown;
- 4) A project phase may not be completed to after Year 2028; and/or
- 5) Other project funding circumstances.

CLALLAM COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2023 - 2028

TIP Project No.	PROJECT IDENTIFICATION A. Project/Road Name(Road Log/Bridge No.); [Project No.] B. Beginning and End Milepost (MP) or Termini C. Description of Work D: Total Project Federal, State and/or Other Outside Funding (prior/future)	Functional Class	Improvement Type(s)	Total Length (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS										EXPENDITURE SCHEDULE (LOCAL AGENCY) [See Footnote]			
					Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE)						Total	2023	2024	2025	2026 to 2028
								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase						

PLANNED (UNFUNDED PROJECTS)

U1	Anderson Road (East) (#47990) MP 0.00 to MP 0.45 (Cavs Rd. to Thornton Drive-east crossing) Drainage, Widen, Resurfacing.	18	3 5 7	0.45 PE RW CN	P/U P/U P/U								50 100 500					
				Totals				0			0	650						
U2	Atterberry Road (#44300) M.P. 0.00 to M.P. 2.78 Reconstruct road between Sherburne Road and Hooker Road Widen, Regrade, Drainage - 3 Phases	8	2 3 5 7	2.78 PE RW CN	P/U P/U P/U							200 400 3,000						
				Totals				0			0	3,600						
U3	Barr Road (North) (#43110) M.P. 0.18 to M.P. 0.82 Reconstruct road north of SR 101 to west 90 degree corner Widen, Regrade, Drainage - 2 Phases	18	2 3 5 7	0.64 PE RW CN	P/U P/U P/U							50 100 900						
				Totals				0			0	1,050						
U4	Brown Road (#53810) M.P. 0.97 to M.P. 1.47 Sequim City Limits to Port Williams Road 3R upgrade plus walkways/bikeway	19	5 6 32	0.50 PE RW CN	P/U P/U P/U							60 75 500						
				Totals				0			0	635						
U5	Edgewood Drive (93110) - Rife Rd. to Reddick Rd. MP 0.87 to MP 2.38 Rehabilitate, resurface, restore, widen, and partial realignment	7 16	3 5 7	1.51 PE RW CN	P/U P/U P/U							150 300 2,500						
				Totals				0			0	2,950						
U6	Edgewood Drive, Reddick to City Limits (#93110) M.P. 2.38 to M.P. 2.99 Reconstruct Road to Major Collector Standards Widen, Realign, Regrade, Resurface	16	3 4 7	0.61 PE RW CN	P/U P/U P/U							100 200 1,200						
				Totals				0			0	1,500						
U7	Ennis Creek Road (#36200) M.P. 0.00 to M.P. 0.27 Baker Street to Front Street 3R upgrade plus walkway/bikeway	19	5 6 32	0.27 PE RW CN	P/U P/U P/U							60 60 400						
				Totals				0			0	520						
U8	Happy Valley Road (50300) MP 0.74 to MP 1.44 Reconstruct road north of McFarland Dr. to west of 3rd Ave, widen regrade, and drainage improvements.	8	3 5 7	0.7 PE RW CN	P/U P/U P/U							50						
				Totals				0			0	550						
U9	Heath Road Connector to Gilbert Road (#45850) Heath Road to Gilbert Road, No. 45850 Construct Connector Road between Heath and Gilbert Carlsborg Transportation Study #13	19	2 3 5 7	0.08 PE RW CN	P/U P/U P/U							300 300 1,300						
				Totals				0			0	1,900						

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					FUNDING SOURCE INFORMATION (BY PHASE)								Total	2023	2024	2025	2026 to 2028	
					Project Phase	Funding Status	Phase Start	Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase						
U10	Hoko-Ozette Road, No. 91460 Various segments M.P. 0.00 to M.P. 21.31 Reconstruct road away from Big River bank in 4 phases M.P. 0.79-1.0, 2.2-2.4, 2.7-3.0, 4.1-4.4	7	02	1.01	PE	P/U							120					
			03		RW	P/U						100						
			05		CN	P/U						750						
			07				Totals	0		0	970	970						
U11	Kirk Road Extension M.P. 0.28 to M.P. 0.50 Upgrade Existing Road and Extend to Atterberry Road Carlsborg Transportation Study #10	9	03	0.22	PE	P/U							150					
			05		RW	P/U						100						
			07		CN	P/U						600						
						Totals	0		0	850	850							
U12	Marine Drive (#47530) M.P. 0.00 to M.P. 0.72 Cays Road to Cline Spit Road Bluff Drainage Enhancements	9	05	0.72	PE	P/U							58					
			06		RW	P/U						40						
			07		CN	P/U						533						
						Totals	0		0	631	631							
U13	Mary Clark Road (#20100) M.P. 2.32 to M.P. 2.60 Realign road at Bear Springs Hatchery Corner	9	02	0.28	PE	P/U							10					
			05		RW	P/U						25						
			07		CN	P/U						150						
						Totals	0		0	185	185							
U14	Mill Road Traffic Island (#44930) M.P. 0.00 Install Raised Traffic Island to make Mill Road Right-in & Right Out Only Intersection. Carlsborg Transportation Study # 11D	18	05	0.1	PE	P/U							50					
			06		RW	P/U						30						
			07		CN	P/U						110						
						Totals	0		0	190	190							
U15	Mill Road Extension to Business Park Loop (#44930) M.P. 0.57 to 0.70 Extend Mill Road to tie into the Industrial Business Park Loop Carlsborg Transportation Study # 6	18	05	0.13	PE	P/U							50					
			06		RW	P/U						50						
			07		CN	P/U						250						
						Totals	0		0	350	350							
U16	Mt. Angeles Road M.P. 0.47 to M.P. 1.12 Proposed Rural Arterial Program Project Widen, Realign, Regrade, Resurface	8	02	0.65	PE	P/U							75					
			03		RW	P/U						65						
			04		CN	P/U						600						
			07			Totals	0		0	740	740							
U17	Old Olympic Highway (#94120) M.P. 4.00 to 6.67 Widen, Regrade, Pulverize, Resurface & Drainage from McDonald Creek Bridge to Cays Road.	7	03	2.67	PE	P/U							100					
			05		RW	P/U												
			07		CN	P/U						920						
						Totals	0		0	1,020	1,020							
U18	Olympic Discovery Trail - Elwha River to Freshwater Bay Road Gap [698-2102] Plan route, acquire right-of-way, and construct a non-motorized, shared use separated trail to close the trail gap west of ODT-Elwha River Bridge to Freshwater Bay Rd.	0	32	4.5	PE	P/U							225					
					RW	P/U						300						
					CN	P/U						2,250						
						Totals	0		0	2,775	2,775							

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					Project Phase	Funding Status	Phase Start	FUNDING SOURCE INFORMATION (BY PHASE)						Total	2023	2024	2025	2026 to 2028
								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase						
U19	Olympic Discovery Trail - Thompson/Onella Rd. to Gossett Rd Gap [698-2103] Plan route, acquire right-of-way, and construct a non-motorized shared use trail between the ODT-Thompson/Onella Rd. and Gossett Road sections and connect the ODT to Joyce.	0	32	7.0	PE	P/U							350					
					RW	P/U							500					
					CN	P/U							3,500					
								Totals	0		0	4,350	4,350					
U20	Olympic Discovery Trail - Sappho to Forks Gap [698-1607] Plan route, acquire right-of-way, construct new separated trail, and improve (e.g., pave) existing forest roads to connect the ODT route between Mary Clark Rd (Sappho area) and Forks ("A" road).	0	32	11.0	PE	P/U							310					
					RW	P/U							500					
					CN	P/U							3,100					
													3,910	3,910				
U21	Olympic Discovery Trail - Waterline Rd. Improvements [698-1401] Paving & other improvements (e-g., some widening, drainage) to gravel forest access road to improve trail route surface between the ODT Gossett Road and Spruce Railroad Trail sections.	0	32	3.5	PE	P/U							50					
					RW	P/U												
					CN	P/U							1,000					
								Totals	0		0	1,050	1,050					
U22	Parkwood Boulevard Traffic Island (#44940) M.P. 0.00 Install Raised Traffic Island to make Parkwood Boulevard a Right-in & Right-Out Only Intersection.	9	05	0.1	PE	P/U							30					
			06		RW	P/U							50					
			07		CN	P/U							110					
								Totals	0		0	190	190					
U23	Pioneer Road (#35820) M.P. 0.00 to M.P. 0.39 Reconstruct road between SR 101 & Baker Street	19	02	0.39	PE	P/U							60					
			03		RW	P/U							100					
			05		CN	P/U							400					
			07					Totals	0		0	560	560					
U24	Quillayute Road (#11200) M.P. 1.72 to 2.87 Quillayute Weather Station to Mina Smith Road	8	03	1.15	PE	P/U							100					
			04		RW	P/U							100					
			07		CN	P/U							875					
								Totals	0		0	1,075	1,075					
U25	Runion Road, East (#44730) M.P. 0.89 to M.P. 1.14 Carlsborg Road to Mill Road	8	03	0.25	PE	P/U							20					
			04		RW	P/U							25					
			07		CN	P/U							105					
								Totals	0		0	150	150					
U26	Runion Road Roundabout (#44730) M.P. 0.89 At the intersection with Carlsborg Road and realigned Spath Road construct a four-legged roundabout.	8	03	0.25	PE	P/U							78					
			04		RW	P/U							100					
			07		CN	P/U							900					
								Totals	0		0	1,078	1,078					
U27	Sequim-Dungeness Way (#95250) M.P. 1.00 to 4.62 Sequim City Limits to Marine Drive, except Woodcock Road Vicinity Repave	7	06	3.62	PE	P/U							30					
			07		RW	P/U												
					CN	P/U							2000					
								Totals	0		0	2,030	2,030					

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								Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2023	2024	2025	2026 to 2028				
U28	Spath Road (#45420) M.P. 0.00 to M.P. 0.80 Kitchen-Dick Road to Carlsborg Road Regrade, Drain, Widen, Resurface	9 19	03 04 07	0.8	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals		0				0				756						
U29	Spath Road to West Runnion Road Connector Route (#45420) M.P. 0.0.80 (Spath Road) to M.P. 0.60 (West Runnion Road) Construct New Connector Segment between Spath and West Runnion Roads. Carlsborg Transportation Study # 5	19	1	1.26	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals		0				0				990						
U30	Spencer Road Connector to Mill Road (#44660) M.P. 1.50 to Mill Road Construct New Connector Segment between Spencer Road and Mill Road. Carlsborg Transportation Study # 14	19	1	0.75	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals		0				0				2,484						
U31	Sunland Non-motorized Trail Trail beside Taylor Blvd in Sunland for pedestrian access from Sequim-Dungeness Way & Dung Way to Holland Road.		32	2	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals					0				380							
U32	Towne Rd. (52270) & Sequim-Dungeness Way (95250) Roundabout Roundabout safety & traffic flow intersection improvement at future Towne Rd. / Seq.-Dung. Way intersection (See TIP # 11). Design was funded under Dungeness River Floodplain Restoration Project grants.	7	3 6 7	0.2	PE	C															
					RW	C															
					CN	P/U															
					Totals								1,000								
U33	Trout Creek Bridge Replacement (#91460 BR4) M.P. 17.19 to M.P. 17.29 Hoko-Ozette Road	7	04 09	0.1	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals								1,000			1,000		0	0	0	0
U34	US 101 Underpasses of McDonald Creek Bridge (#94120 BR1) Reconnect S. Barr & Sherburne Roads to North Side of US 101 by extending these County Roads under the New McDonald Creek US 101 Bridges.	7	04 09 07	0.09	PE	P/U															
					RW																
					CN	P/U															
					Totals		0				0				535						
U35	Winterhawk to West Runnion Connector (#44730) Construct new Connector Segment between Winterhawk St. and West Runnion Rd. Carlsborg Transportation Study # 12.	19	1	0.25	PE	P/U															
					RW	P/U															
					CN	P/U															
					Totals					0				2,148			2,148				

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														2023	2024	2025	2026 to 2028
Planning Pedestrian and Bicyclist Road Safety Study																	
U36	West Hendricksen Rd. (#51740) MP 0.88 to 1.65 Pedestrian & Bicyclist Road Safety Audit Study. Pending Tribal Transportation Program Safety Fund Grant by Jamestown S' Klallam Tribe (JSKT).	19	32		Study	P/U				22							
U37	Old Blyn Highway (#56830) MP 0.19 to 2.02 Pedestrian & Bicyclist Road Safety Audit Study. Pending Tribal Transportation Program Safety Fund Grant by Jamestown S' Klallam Tribe (JSKT).	9	32		Study	P/U				22			0	0	22		
Unfunded Culvert Replacement Projects																	
U38	Hoko-Ozette Rd (91460) Culvert Replacement (Culvert #: 800001331) M.P. 2.92 Fish Passage Improvement Project. Pending RCO-FBRB Grant Application for Design Only by North Olympic Salmon Coalition.	7	9	0.01	PE	P/U							200				
					RW	P/U											
					CN	P/U											
U39	Hoko-Ozette Rd (91460) Culvert Replacement (Culvert #: 800001279) M.P. 6.38 Fish Passage Improvement Project. Pending RCO-FBRB Grant Application for Design Only by North Olympic Salmon Coalition.	7	9	0.01	PE	P/U							200				
					RW	P/U											
					CN	P/U											
U40	Hoko-Ozette Rd (91460) Culvert Replacement (Culvert #: 800001275) M.P. 6.83 Fish Passage Improvement Project. Pending RCO-FBRB Grant Application for Design Only by North Olympic Salmon Coalition.	7	9	0.01	PE	P/U							200				
					RW	P/U											
					CN	P/U											
U41	Matriotti Creek Culvert Replacement on Ward Rd. (46110) (WDFW ID: 99922) MP 0.22 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.01	PE	P/U				65							
					RW	P/U				NOAA							
					CN	P/U					318						
U42	Matriotti Creek Culvert Replacements on Lamar Ln. (46130) (WDFW ID: 999848 & 999849) MP 0.2 & 0.35 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.02	PE	P/U				130							
					RW	P/U				NOAA							
					CN	P/U					636						
U43	Matriotti Creek Culvert Replacement on Cays Rd. (45750) (WDFW ID: 999841) MP 1.1 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	8	9	0.01	PE	P/U				50							
					RW	P/U				NOAA							
					CN	P/U					252						
U44	Matriotti & Owl Creek Culvert Replacements on Spath Rd. (45420) (WDFW ID: 931235 & 999820) MP 0.42 & 0.97 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.02	PE	P/U				302							
					RW	P/U				NOAA							
					CN	P/U					464						

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												Federal Fund Type	Federal Funds by Phase	State or Other Fund Type	State or Other Funds by Phase	Local Funds by Phase	Total	2023	2024	2025	2026 to 2028
U45	Matriotti Creek Culvert Replacement on W. Runnion Rd. (44730) (WDFW ID: 999819) MP 0.22 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	19	9	0.01	PE	P/U				NOAA	48										
					RW	P/U					10										
					CN	P/U					238										
										Totals	296										296
U46	Matriotti Creek Culvert Replacement on Atterberry Rd. (44300) (WDFW ID: 999928) MP 2.74 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	8	9	0.01	PE	P/U				NOAA	48										
					RW	P/U															
					CN	P/U					238										
										Totals	286										286
U47	Matriotti Creek Culvert Replacement on Frost Rd. (44350) (WDFW ID: 999931) MP 0.38 Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.01	PE	P/U				NOAA	40										
					RW	P/U					10										
					CN	P/U					225										
										Totals	275										275
U48	Chicken Coop Creek Culvert Replacement on Old Blyn Hwy (56830) and Olympic Discovery Trail (WDFW ID: 80000294) Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.01	PE	P/U				NOAA	309										
					RW	P/U															
					CN	P/U					1,518										
										Totals	1,827										1,827
U49	Chicken Coop Creek Culvert Replacement on E. Sequim Bay Rd. (57250) (WDFW ID: 80000296) Fish passage improvement project. Pending NOAA federal grant application for design & construction.	9	9	0.01	PE	P/U				NOAA	309										
					RW	P/U															
					CN	P/U					1,104										
										Totals	1,413										1,413
TOTAL UNFUNDED PROJECTS																					50,515

Public Comment received

Gray, Steve

From: Ed Bowen <rockypt@olypen.com>
Sent: Tuesday, October 11, 2022 7:54 AM
To: Peach, Bill
Cc: Gray, Steve; Donisi, Joe
Subject: 6 Year Tip Comment

Is this the next step in dismantling of our core road maintenance and construction program in the county? Is everything but the core purpose of the road system now captured under being an environmental issue? I am concerned there is no balance in how the other aspects of the TIP such as the ODT and the Restoration Culverts and now the dike setback systems of the county will be a means to label everything that isn't core to the purpose as environmental and the premise the core can fund everything BUT the roads for primary transportation principals available to this endangered human being.

Just like I see in the image if Seattle does it then it must be good for Clallam County, if Jefferson County passed a regulation then it must be good for Clallam to cut and paste the same in to the county ordinances.

Just like when a good idea to expand bicycle opportunities in Maryland turns in to the bikes need environmental protection by a judge. How long will it be before Clallam County is faced with the same approach, and I'm the loser?

A trio of bike and trail advocacy organizations filed suit last month alleging late design changes to the new bridge that eliminated a bike and pedestrian path violated environmental review laws.

<https://www.washingtonpost.com/transportation/2022/10/11/maryland-nice-bridge-potomac/>

Ed Bowen
P.O. Box 111
Clallam Bay, WA 98326



Virus-free. www.avg.com

TRANSPORTATION

New Potomac River bridge to open; judge allows demolition of old span

Trail advocacy groups had asked a federal judge to preserve the old bridge for cyclists and pedestrians

By [Ian Duncan](#)

Updated October 11, 2022 at 7:03 p.m. EDT | Published October 11, 2022 at 6:00 a.m. EDT

Maryland Gov. Larry Hogan will cut the ribbon on a new crossing Wednesday over the Potomac River, one day before the opening of the \$463 million span that is months ahead of schedule. Meanwhile, a federal judge Tuesday rejected a plea from bike and trail advocates to save a parallel bridge from demolition.

Hogan (R) announced construction plans in 2016 as part of a far-reaching agenda to upgrade the state's transportation networks. The biggest elements of that plan — the widening of parts of the Capital Beltway and Interstate 270, and the Purple Line light rail — are years from completion, but the new bridge about 40 miles south of Washington is a victory for Hogan before he leaves office in January.

The plan to open the bridge early was disclosed last week in the midst of a legal battle over an 82-year-old parallel crossing. The Maryland Transportation Authority (MDTA) plans to begin demolition of the old Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge immediately, but a trio of bike and trail advocacy organizations had sued, asking a federal judge to preserve it so it could be studied as an alternative for pedestrians and cyclists.

The future of the old bridge fell to U.S. District Judge Deborah L. Boardman, who declined to issue an injunction blocking the demolition Tuesday, saying after a three-hour hearing that the groups hadn't met standards to halt the plans — a pause the state estimated would cost taxpayers \$21,500 each day. The decision appeared to end a years-long dispute, part of a battle over how to accommodate non-drivers on a major river crossing that was designed to last a century.

Boardman cleared the way for demolition to begin Thursday, when the new bridge opens.

“This is a very high bar,” she said of the standard needed to win an injunction.

In questions during the hearing, she seemed especially concerned with engineers’ findings that leaving the old bridge standing would cause safety problems because of erosion of the river bed around the bridge’s foundation, a process known as scour. She also questioned whether the groups had standing to bring a lawsuit.

David Brickley, president of the Dahlgren Railroad Heritage Trail Association, one of the plaintiffs, said after the hearing that he was disappointed with the ruling, adding that the groups did not have money to file an appeal.

“We tried,” he said. “We put up a good fight.”

The existing bridge carries a two-lane stretch of U.S. 301 from Charles County into Virginia’s King George County. The new bridge will add two lanes in an effort to ease a bottleneck across the 1.7-mile span. Hogan visited the bridge in 2016, announcing that he had allocated funding for a replacement and that it would be complete by 2023 — well ahead of a 2030 date mandated by the General Assembly.

The state has clashed with supporters of alternative ways of crossing the lower stretches of the Potomac, a dispute that resembles another taking place closer to Washington.

Montgomery County officials and transit activists have similarly criticized Hogan’s plans for widening the Beltway and I-270, saying those plans will lock in decades of car dominance. As the hearing on the bridge was beginning Tuesday, a coalition of environmental groups announced that it had filed a lawsuit alleging that the environmental review of the Montgomery project was flawed.

At the Potomac bridge, initial plans called for a separated bike and pedestrian crossing — a feature Hogan highlighted in the 2016 announcement — but the idea was abandoned in 2019 as a cost-savings measure. Instead, bicyclists will need to share a lane with cars and trucks, an approach advocates say is too dangerous and makes no provision for pedestrians.

In their lawsuit filed in late September, the advocacy groups alleged that the 2019 design changes weren’t properly evaluated under federal and state environmental laws. The new bridge is complete, but the groups argued that Boardman could still order Maryland to preserve the old bridge — an approach that had the backing of federal lawmakers. Both gubernatorial candidates to succeed Hogan also indicated that they would be interested in revisiting plans for the old bridge, but that won’t be possible after Tuesday’s ruling.

“This administration seems to be on a quest to ensure the old Nice bridge is incapacitated,” Brickley said from the witness stand Tuesday.

The MDTA said in a statement that it appreciated the judge’s ruling. A spokesman for Hogan didn’t respond to a request for comment Tuesday evening on the opening of the bridge.

The agency's leaders have said there is no way to maintain the old crossing. In court papers filed Saturday, lawyers for the state said the advocacy groups' plans for the old bridge wouldn't come to fruition.

"[The] Plaintiffs' plan for the old bridge is unworkable, unaffordable, and potentially unsafe, as [the] Defendants thoroughly explained to the Plaintiffs and other members of the public years ago," they wrote, saying demolition crews are assembled and citing hefty expenses to leave the bridge standing.

In a letter to federal lawmakers in July, Maryland Transportation Secretary James F. Ports said there were concerns about scour if the bridge were left standing. Boardman quoted from the letter and raised the issue several times during the hearing.

"There's evidence the old bridge has to go," she said.

Officials at the U.S. Department of Transportation delayed approval of a \$200 million loan for the bridge last year as they pushed the state for information about the bike path that was removed from the plans.

But in court papers also filed Saturday, federal lawyers urged the judge to allow the demolition to move forward this week, saying the advocacy group's claims involved a disagreement about the best design for the crossing and didn't amount to a violation of environmental review laws.

"[The] Plaintiffs waited until the new bridge was complete and just days before the demolition of the old bridge is set to begin to seek emergency relief," they wrote. "[The] Plaintiffs should not benefit from an alleged emergency created by their own choices regarding the timing of this lawsuit."

State and federal lawyers for the Transportation Department both argued that the separate bike and pedestrian path would have been a minor element of the bridge's design, one that the state said would have been used for only a tiny fraction of the 7 million annual crossings. Federal lawyers argued that the official "purpose and need" of the bridge related only to traffic issues and that "a bike and pedestrian lane does not further any of those purposes."

The old bridge, which opened in 1940, would have required a major rehabilitation, state officials say.

Brian Wolfe, the MDTA's project director, testified Tuesday that officials had been closing in on the new timeline as construction progressed through the summer.

At the same time, the demolition process was expedited after a part of the old bridge fell into the river earlier this year, Wolfe said. That led officials to decide to remove three similar parts and mobilize demolition crews.

After the ribbon-cutting ceremony Wednesday, Wolfe said, traffic will begin to shift onto the new bridge before the old span carries its final vehicle early Thursday.



MEMORANDUM

Clallam County Department of Community Development

Date: October 19, 2022
To: Clallam County Planning Commission
From: Donella Clark, Principal Planner
Re: Sign Code

Provided in the packet:

Revised Draft Sign Code with proposed changes

Discussion

Minor changes made from previous discussion shown in red along with the proposed changes to the Commercial and Residential standards, as well as language regarding Enforcement.

The majority of this meeting's discussion and the changes proposed are related to the standards for residential and commercial signs. The length of the discussion is dependent on time, and may have to be continued to the next November meeting.

Language regarding an Enforcement section has been added by staff. The thought for enforcement is to make it more streamlined so that the process under CCC 20 will not be necessary.

As far as standards are concerned, the current code designates a difference between Commercial zoned properties and Residential zoned properties and the signs allowed. Staff recommends keeping this format unless the Commission sees a reason to designate different regulations in different areas, which at this time does not seem necessary.

There are basically two types of permanent signs used by businesses: façade and freestanding.

Current standards allow façade signs to be one square foot for each linear foot of frontage and shall not project above the roofline or from the building. No changes are suggested other than formatting.

Freestanding signs are limited to 32 square feet, unless they are for a multi-business complex, and shall not exceed 10 feet above grade. Multi-business complex signs are allowed to be 100 square feet in size, but the intention is to advertise the numerous businesses in the complex. There have been some multi-business complexes that have utilized the entire 100 square feet of signage for one business. There has also been a multi-business complex that used the extra size for an electronic sign in addition to individual signs. The 100 square feet does not take into account the number of businesses either, therefore, a complex with 4 businesses would be allowed 100 square feet as would a business with 8, reducing the size of the individual signs. The intention of a multi-business complex sign is to allow a larger size sign near the road since the building is advertising for several businesses, but needs some clarification. In the draft version it has been added that no one tenant is allowed to use the entire 100 square feet, limiting one business to 32 square feet.

Some jurisdictions take into consideration framing materials and design, requiring a clear top/middle/bottom, designating the look of the sign. The simplicity of the current County code allows businesses to decide the cost and design of their sign.

The current code does not address illumination and electronic signs. The code is outdated referencing type of bulbs that are no longer used and there are no standards for electronic signs at all. Staff has inserted some standards in the draft for discussion regarding illuminated and electronic signs. Specific considerations need to be addressed to develop standards for electronic signs:

- Can both monument and façade signs be regulated for illumination?
- Can an electronic sign used for a multi-business complex be entirely 100 square feet?
- How bright can the sign be?
- How often can the messages change?
- Is animation allowed?

Section regarding Vehicular signs. Standards allow them 50 feet from roads on commercial property, and 100 feet on residential property. They are limited in size to 32-square feet, except moving companies. Do not see a lot of these, and it is unclear if they need to be "permitted". They do not take away from total square footage of the signage allowed on the property, so it would seem these are a type of temporary sign. Staff would like to move this section to the prohibited section, no longer allowing this type of advertising, but would like to hear comments from the Planning Commission.

No need to specifically point out temporary signs, as these are addressed in the exempt section now.

Residential signage needs to be reformatted, but the standards appear to be adequate, since there are not many commercial signs in residential zones. There is a question if a larger sign should be allowed through approval of a conditional use permit. Sometimes these businesses ask if a larger sign would be allowed, and under the current code the simple answer is no.

Public Comment

Received comment that the Comprehensive Plan is the solid foundation for all jurisdictions to have similar goals regarding signs. Coordinating with other jurisdictions as to the intention of our sign ordinance and discussing our regulations could help reduce the number of non-conforming signs.

Next Steps

Would like to target a public workshop for November or December.

33.57.010 Purpose.

- (a) To encourage the effective use of signs as a means of communication in the County;
- (b) To maintain and enhance the visual environment and the County's ability to provide an attractive area for economic development and growth;
- (c) To minimize excessive lighting in rural Clallam County along designated scenic highways;
- (d) To maintain and enhance scenic views along the County's scenic highways;
- (e) To improve traffic and pedestrian safety and to eliminate distractions to vehicle drivers;
- (f) To minimize the adverse effect of signs on nearby public and private property;
- (g) To prevent damage and personal injury from signs improperly constructed.
- (h) To ensure compliance with the Scenic Vistas Act and the Growth Management Act; and
- (i) To enable the fair and consistent enforcement of these sign regulations.

33.57.020 Definitions.

Except where specifically defined herein, all words used in this chapter shall carry their customary meanings. Words used in the present tense include the future, and the plural includes the singular. The word "shall" is mandatory; the word "may" denotes a use of administrative discretion in making a decision. The words "used" or "occupied" shall be considered as though followed by the words "or intended, maintained, arranged or designated to be used or occupied."

- (1) "Abandoned sign" means a sign that, for a period of more than six (6) months, no longer correctly identifies, exhorts, or advertises any person, business, lessor, lessee owner, product or activity conducted or available on or off the premises on which the sign is located. Signage on a property which is continuously listed for sale or lease shall not be considered abandoned.
- (2) "Administrator" means the Director of the Clallam County Department of Community Development or his/her designee.
- (3) "Advertising" means to announce publicly by emphasizing a printed notice or to call public attention to desirable qualities so as to arouse a desire to buy or patronize. This also includes logos, borders, backgrounds and accents.
- (4) "A-frame" or "Sandwich Board" means two usually hinged boards not permanently attached to the ground and generally oriented to pedestrians.
- (5) "Animation" means the manipulation of electronic images in order to create moving images. Or a sign depicting action, motion, light, or color changes through electrical or mechanical means.

(6) “Backlit sign” means a sign whose face is illuminated from behind.

(7) “Banner sign” means a flexible substrate on which copy or graphics are displayed. These signs can be mounted to a structure with a cord, rope, cable, or a similar method, or that may be supported by stakes in the ground. These signs are considered a temporary sign unless affixed to a building.

(8) “Building frontage” means the linear frontage of a building facing an abutting public or private street. When a building fronts on multiple streets, the building frontage shall be the one building front that would result in the greatest linear frontage.

(9) “Dwell time” means the amount of time that text or animated content is required to stay in place on a digital sign.

(10) “Digital or Electronic Sign” means changeable copy sign that uses illumination (LED-light emitting diodes, LCD- liquid crystal display, plasma display, individual light bulbs) to display or project copy.

(11) “Exterior illuminated sign” means a sign illuminated by a light source that is directed towards and shines on the face of a sign.

(12) “Facade sign” means a sign which is attached parallel to and within nine (9) inches of the wall of a building, or vertical face of an awning or parapet which is supported by and confined within the limits of such wall, awning or parapet and which displays only one sign surface. “Facade sign” also include signs affixed to (within nine (9) inches at one point) or painted on an awning, canopy or roof so long as they do not extend above the primary roofline or more than eight (8) feet from the outside edge of the building. Soft drink dispensing machines will be considered a facade sign if located within nine (9) inches of the building.

(13) “Fade” means a mode of message transition on a digital sign accomplished by varying light intensity or color, where the first message gradually grows faint and disappears.

(14) “Feather sign,~~Flutter~~, ~~Flag-sign~~, or Blade sign” means a freestanding portable sign that contains a harpoon-style pole or staff driven into the ground for support that resembles a sail or flag made of fabric of nylon.

(15) “Flashing sign” means a sign or a portion thereof which changes light intensity or switches on and off in a repetitive pattern at less than one-minute intervals, or uses electrical energy to provide motion or the optical illusion of motion.

(16) “Freestanding sign” means a sign which is supported by permanent uprights, pole or braces to the ground and which is not connected to a building.

(17) “Grade” means the average elevation of the natural ground surface immediately below the sign before construction, exclusive of any filling, berming, mounding or excavating solely for the purpose of locating the sign; and provided, that when the elevation of the natural ground surface of a freestanding/monument sign is below the grade of the edge of the adjacent roadway, then the

height of a freestanding or monument sign shall be measured from the grade at the outer edge of the roadway nearest the proposed sign location.

(18) "Grand opening sign" means a temporary sign of no more than thirty (30) days' duration announcing the new opening of a store or a complete change in ownership or product line sold.

(19) "Illuminated sign" means any sign illuminated in any manner by an on-site artificial light source. These signs include both exterior-illuminated and backlit signs.

(20) "Illegal sign" means any sign placed without proper approval or permits as required by any applicable zoning or building code and also any sign placed contrary to the terms or time limits of any permit, or out of compliance with any applicable code.

(21) "Legal Nonconforming sign" means any sign in existence within the County on the date of adoption of the ordinance 694 codified in 2000 which did conform to all applicable laws in effect on the date the sign was originally erected.

(22) "Monument sign" means a ground-related, freestanding sign which is attached to the ground or to its base on grade by a solid sign structure and which structure extends from the ground or base to the sign face at the same or greater width as the sign face. SBanner signs on fences are considered a form of monument sign and are only allowed to be placed temporarily.

(23) "Multiple-business complex" means a group of structures housing at least two (2) separate businesses or agencies operating under separate State tax numbers, or a single structure containing more than one business with separating walls and at least one outside or inside access for each business which shares a common lot, access and/or parking facility operating under separate State tax numbers.

(24) "Mural" means an outdoor wall painting on a building which consists exclusively of paint applied to the wall or to framework attached within nine (9) inches of the wall and which contains no advertising.

(25) "Noise" means any intended or unintended sound created by the sign or its installed equipment which exceeds forty (40) decibels as measured from the nearest point adjacent to the property or place of business, whichever is closer.

(26) "Permanent sign" means a sign attached to a building, structure, or the ground in a manner that enables the sign to resist environmental loads, such as wind, and precludes ready removal or movement of the sign.

(27) "Portable or movable sign" means any sign which is not permanently affixed to the ground or a structure or building. This definition includes movable reader boards, outdoor soft drink dispensers located farther than nine (9) inches from a building and sandwich boards that are placed so as to be seen from public right-of-ways.

(28) "Primary roofline" means the roofline under which a majority of the square footage of the business is located.

(29) "Real estate sign" means a temporary sign advertising real estate for sale, rent or lease.

(30) "Rotating signs" means a moving sign that physically revolves about an axis.

(31) "Sidewalk/Sandwich Board sign" means a moveable sign not secured or attached to the ground or surface upon which it is located, supported by its own frame.

(32) "Sign" means any object, device, fixture, placard, banner, structure or portion thereof, including any letters, figures, design, symbol, trademark or device that uses any color, form, graphic, illumination, symbol or writing intended to advertise, announce the purpose of, or identify the purpose of a person or entity, or to attract attention to any message, activity, service, place, subject, person, firm, corporation, public performance, article, machine or merchandise or to communicate information of any kind to the public, and which is visible from any right-of-way open to the public. Lighting that highlights an architectural feature of a building and does not consist of lettering, symbols or graphics shall not be considered a sign.

(33) "Sign area" means the entire face of the sign, including advertising surface, backlit surface, and any framing, trim or molding but does not include the supporting structure. Sign area is measured by multiplying the maximum horizontal width by the maximum vertical width. The surface area of a sign painted on a wall, awning or roof shall be measured by multiplying the maximum width of the copy by the maximum length of the copy. Sign areas may also be calculated by measuring the smallest square, circle, rectangle, triangle or combination thereof that will encompass the extreme limits of the advertising copy, together with any material or color forming an integral part of the background of the display or used to differentiate the sign from the backdrop or structure against which it is placed, including an awning. Supportive framework which contains no written copy or other advertising and is clearly incidental to the display itself shall not be included in sign area calculations; provided, that the sign support structure shall be the minimum necessary to support the sign. For the purpose of this chapter the total sign area of any two (2) faced sign with parallel faces or V-type sign having an interior angle of forty-five (45) degrees or less shall be calculated as the area of the larger of the two (2) faces or one face if equal in size. All other multiple-faced or paneled signs shall be the total area of all faces or panels combined.

(34) "Sign surface" means any surface of a sign upon which there is lettering, logos, symbols or other advertising messages.

(35) "Sign height" means the vertical distance from grade to the highest point of a sign or any projection thereof.

(36) "Sign structure" means any structure that supports or is capable of supporting any sign as defined in this chapter. A sign structure may be a pole or poles, or may be an integral part of a building. Structures that perform a separate use, such as a telephone booth, bus shelter, recycling or used goods container, etc., shall not be considered a sign structure. Sign structures shall be the minimum necessary to support the sign and shall not depict any product being advertised.

(37) "Street" means a public or private way open to the general public for the purpose of vehicular traffic, including all classes of roadways and easements.

(38) “Temporary sign” means a nonpermanent sign intended for use for a short period of time.

(39) “Under common ownership” describes a situation where one person, corporation, legal entity or related legal entities owns contiguous properties occupied by closely related businesses in which case these businesses will be considered to be one business, operating on one property for the purpose of applying this chapter (i.e., a car dealership may cover multiple contiguous parcels and have several related businesses on these parcels but shall be considered to be “under common ownership” for the purpose of interpreting the provisions of this chapter).

(40) “Vehicular signs” are signs affixed or painted on work vehicles, tractor-trailers, busses, vans or other vehicles.

(41) “Window sign” is any sign viewable through and/or affixed in any manner to a window or exterior glass that is intended to be viewable from the exterior.

33.57.0360 Exempt signs.

The following types of signs shall be exempt from the standards established within this code and from the permitting requirements of this chapter; provided, that the standards in this section are met:

(1) Official notices authorized by a court, public body or public safety official, provided they are removed within seven (7) days after conclusion of the subject of notification;

(2) Directional, warning or information signs authorized by federal, State or municipal governments or signs required by law not exceeding 200 square feet of sign area and twenty (20) feet in height. Directional signs located within State or County right-of-way shall be administered by State standards for directional signs and, if within Clallam County right-of-way, shall be administered by the Motorist Informational Sign Ordinance, Chapter 9.21 CCC;

(3) Memorial plaques, building identification signs and building cornerstones which are cut or carved into a masonry surface or when made of noncombustible material and made an integral part of the building or structure. Plaques, tablets, or inscriptions indicating the name of a building, its date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, and which are not illuminated, except incidentally from light sources used for other purposes;

(4) Sculptures, murals, landscape features, fountains, mosaics, religious symbols, and design features which do not incorporate advertising or identification;

(5) The flag of a government or noncommercial institution such as a school;

(6) Traffic or pedestrian control signs or signals, or signs indicating scenic or historic points of interest which are erected by, or on the order of, a public officer in the performance of his/her public duty;

(7) Exterior signs or displays not visible from streets or ways open to the public;

(8) "No trespassing," "no dumping," "no parking," "private," and other informational warning signs which shall not exceed four (4) square feet in surface area and eight (8) feet maximum height above grade;

(9) Commercial or residential address signs with lettering not exceeding twelve (12) inches in height and newspaper boxes located within ten (10) feet of an existing commercial/industrial building; and

(10) Signs erected in anticipation of an election (for the purpose of advertising a candidate or proposal) shall be no greater than thirty-two (32) square feet in area and five (5) feet in height above grade and shall be compliant with WAC 468-66-050 regarding removal.

(11) Replacement of permitted or legal non-conforming signs if not changed in height, shape, size, lighting/illumination and does not affect the structure of the sign

(12) Signs at a construction site, no more than three and no greater than 32 square feet each, that may identify the architect, engineers, contractors, suppliers or grant agencies involved in the construction project or announces the character of the building. This type of sign shall be removed two weeks~~one month~~ after completion of construction.

(13) Signs advertising real estate for sale, rent or lease and removed after the real estate transaction is complete no greater than thirty-two (32) square feet in area.

(14) Grand opening or closing displays, such as temporary banners, flags, or balloons, are permitted for a period of fourteen days to announce the opening of a completely new business or new management. All materials not been permitted shall be removed immediately after fourteen days.

(15) Businesses located within commercial zones may use one banner sign as a temporary monument sign for no more than 3 months. After 3 months it is the expectation that a permanent sign be constructed and appropriate permits obtained. Banner signs affixed to a wall shall be required to be permitted as a façade sign.

(16) Portable signs used to provide traffic and directional information during events that do not interfere with safety sight lines or block motorists pulling into or out from a business or within safety sight triangles on corner lots. These types of temporary signs shall be removed immediately after the conclusion of the event.

(17) One feather/flutter/~~flag/blade~~ sign placed per 200 feet of road frontage. If fronting two or more roads the total of the road frontages determines the number of signs allowed to be used. The sign(s) shall remain in good condition with no rips, tears, frayed edges or be sun-faded.

33.57.0470 Prohibited signs.

The following signs or displays are prohibited and subject to enforcement action and/or removal by the County,

(1) Signs which, by reason of their size, location, movement, content, coloring or manner of illumination may be confused with or construed as a traffic control sign, signal, or device, or the light of an emergency or radio equipment vehicle; or which obstruct the visibility of any street sign or signal device;

(2) Signs erected, constructed, altered or relocated without a permit issued by the County or any other governmental agency that requires a permit under law;

(3) Signs identifying activities, products, businesses or services which have been discontinued for more than ~~threesix~~ (36) months on the premises upon which the signs are located;

(4) Private signs on public utility poles;

(5) Any sign that interferes with safe sight distances (determined by the County Road Department) at an intersection or causes an intersection to be illuminated.

(6) Portable signs, except if placed compliant with exempt signs, due to the fact that they are often placed where they block safety sight lines of motorists pulling into or out from a business or within safety sight triangles on corner lots;

(7) Signs that rotate or have a part or parts that move or revolve shall not be permitted in any zone except for the face of a clock less than six (6) square feet in size;

(8) Signs or advertising displays consisting of clusters of posters, banners not affixed to a building wall, (is this suggesting banner signs are allowed, but do they count as façade sign and would need a permit?) should this portion just be reduced to

(9) Banner signs that do not meet the exemption listed above;

(10) Pennants, ribbons, streamers, strings of lights other than holiday lights used exclusively for decorative purposes, spinners, twirlers or propellers, human-held or twirled signs, flashing signs, rotating or blinking lights, chasing or oscillating lights, light projections on other natural or manmade surfaces, television type video, flares, balloons, inflatable signs, bubble machines and similar devices of carnival nature, or containing elements creating sound greater than 40 decibels as measured from the nearest adjacent property or business boundary shall not be permitted in any zone;

(11) Parking of vehicles with the sole intent of using the signage in or on the vehicle as advertising. Parking of vehicles on property with a company logo is not considered intentionally advertising.

(12) Signs within the public right-of-way unless erected by Clallam County or the State of Washington. These signs are subject to removal by the Clallam County Road Department.

33.57.0530 Permitting

No sign may be erected, relocated, constructed, or altered within the areas of the County under Clallam County jurisdiction without a permit obtained from the Clallam County Department of

Community Development, unless specifically exempt under this code (CCC 33.57.080). Painting, cleaning, refacing, or replacement of defective parts may be completed without a permit, however, replacement of the sign structure will need to be reviewed by the building department to determine if a building permit is required in accordance with the International Building Code.

The application for permitting of a sign shall include drawings and details of the proposed sign, associated support structure and method of attachment, drawing of all exterior lighting (if any), a site plan with location of all proposed and existing signs, and dimensions of all existing signs. If the applicant is not the property owner the application must include a statement from the property owner verifying that permission is granted for the submission of the application.

33.57.0640 Commercial and Industrial sign standards.

~~The following standards shall apply to signs placed on property zoned commercial or industrial: There are only four (4) basic types of signs that are used by business and industry. Those four (4) types include signs that are attached to the building (facade), signs that are set apart from the building (freestanding/monument), vehicular signs and temporary signs that are needed when certain conditions are met. Any sign that cannot be configured to qualify as one of these four (4) sign types and is not an exempt sign is prohibited in all zones. The time, place, number and manner regulations of these four (4) types of signs is as follows:~~

~~(1) Façade sign(s) shall meet the following standards:~~

~~(a) The total area of signage attached to any face of the building(s)(s) in one or more facade signs shall not exceed a total of the square footage limit for a facade signage of one square foot of sign area for each linear foot of building frontage facing a single public or private road. Banner signs affixed to a wall count toward the total square footage for façade signs. For multiple-business complexes each business within a plaza may have one facade sign attached to the commercial structure that is limited to one square foot of sign area per linear foot of each businesses building frontage.~~

~~(b) No facade sign may extend above the primary roofline or project more than eight (8) feet from the roofline edge of the building. For multiple-business complexes each business within a plaza may have one facade sign attached to the commercial structure that is limited to one square foot of sign area per linear foot of each businesses building frontage.~~

~~(2) A freestanding sign, including monument signs or monument sign shall meet the following standards: within a commercial or industrial zone shall be~~

~~(a) Limited to one sign for each area of land under common ownership that is not the site of a multiple-business complex.~~

~~(b) This one sign (either freestanding or monument) shall not exceed thirty-two (32) square feet of sign area, except for multiple-business complexes. Multiple-business complex signs shall be limited to one sign not exceeding the signage area limit of 100~~

square feet and shall be used to advertise the complex name and the business(es) within the complex. The sign may not be used for only one tenant, unless it is limited to 32 square feet. Individual tenants in a multiple-business complex may not erect individual freestanding signs.

(c) shall not exceed ten (10) feet in height above grade.

~~For multiple business complexes, one freestanding sign or one monument sign may be used to advertise the plaza or complex name and the businesses within the complex. This sign shall be limited to one sign not exceeding the signage area limit of 100 square feet and whose height shall not exceed ten (10) feet in height above grade.~~

(3) Illuminated signs shall have a steady, stationary, fully shielded light source with a brightness no greater than 0.3 foot candle above ambient light. Illumination of the business's fleet or outside inventory shall be considered advertising and shall also meet these standards of brightness.

~~Externally illuminated signs shall not exceed background area average illumination levels when measured five (5) feet beyond any vertical surface of the sign; lighting fixtures shall be carefully located, aimed and shielded so that light is only directed on to the sign surface with a light source that is not directly visible from the adjacent roadway. Internally illuminated signs using 800 milliamp ballasts shall not have lamps spaced closer than twelve (12) inches apart or if using 425 milliamp ballast shall not be closer than six (6) inches apart.~~

(4) Electronic signs shall meet the following standards:

(a) Only one sign on the property may contain digital messaging;

(b) All digital/electronic signs shall be equipped with automatic dimming capabilities

(c) The brightness of the sign shall be no greater than 0.3 foot candles above ambient light (includes day and night);

(c) Messages shall remain static for a minimum 10 seconds and shall change instantaneously, avoiding startling flashing of lights and shall transition without animation.

~~Vehicular signage visible from a State scenic and recreational highway shall be limited to thirty-two (32) square feet and vehicular signage shall be set back from the lot line or right of public use line that fronts on the State scenic and recreational highway a minimum of fifty (50) feet. Firm identification signage and other signage at the minimum sizes required by State or federal law on commercial/industrial vehicles shall not be calculated as part of the thirty-two (32) square foot signage limitation. Work vehicles making a delivery or making a service call away from the home base of the business are not subject to this provision, as the purpose of this provision is to prevent vehicular signs from being used as a form of long-term freestanding sign. Likewise, local franchise holders for national moving van companies are not subject to the square-footage limitation of this provision, as the local franchise holder has no control over the size of signage on the vehicles.~~

~~(4) When the conditions for a temporary sign are met, one temporary sign may also be allowed on a commercial/industrial property. Conditions present to qualify for a temporary sign would include the sale of property/business, a grand opening, construction of a business, and when advertising a community event. Such signage is limited to one unlit thirty-two (32) square foot sign that shall not exceed five (5) feet in height above grade.~~

33.57.0750 Residential/Resource zoning district sign standards.

~~The following standards apply to signs placed on property zoned residential or resource: There are only four (4) basic types of signs that are used in residential/resource zones. Those four (4) types include signs that are attached to the building (façade/façade), signs that are set apart from the building (freestanding/monument), vehicular signs and temporary signs that are needed when certain conditions are met. Any sign that cannot be configured to qualify as one of these four (4) sign types and is not an exempt sign is prohibited in all zones. The time, place, number and manner regulations of these four types of signs is as follows:~~

~~(1) Limited to one unlit freestanding or façade sign;~~

~~(2) Signs shall not be electronic;(is this necessary? Understood as unlit? Need to be reworded?)~~

~~(3) Sign shall be no more than six (6) square feet on residentially zoned property and no more than twenty (20) square feet on resource zoned property;~~

~~(4) Freestanding sign shall not exceed five (5) feet in height above grade and no façade sign may extend above the primary roofline.~~

~~Freestanding, monument and façade signage in Residential/Resource zoning districts, regardless of use, is limited to one unlit sign of one type with a maximum of six (6) square feet of signage; and provided, that within a Commercial Forest zoning district (CF) the maximum sign size is twenty (20) square feet of signage.~~

~~(2) If the one sign allowed is a freestanding sign or monument sign, it shall not exceed five (5) feet in height above grade and shall be unlit.~~

~~(3) Should we move this to the exempt section? Should it be removed?~~ Vehicular signage visible from a County road or State scenic and recreational highway shall be limited to a total of thirty-two (32) square feet and vehicular signage shall be set back from the lot line or public right of use line that fronts on the State scenic and recreational highway a minimum of 100 feet. ~~On parcels that predate the effective date of this chapter that cannot meet the 100-foot vehicular sign setback due to lack of lot depth, vehicular signs can be parked within twenty (20) feet of the lot line farthest from the scenic and recreational highway.~~ Firm identification signage and other signage at the minimum sizes required by State or federal law on commercial/industrial vehicles shall not be calculated as part of the thirty-two (32) square foot signage limitation. Work vehicles making a delivery or making a service call away from the home base of the business are not subject to this provision, as the purpose of this provision is to prevent vehicular signs from being used as a form of long-term freestanding signs.

~~(4) When the conditions for a temporary sign are met, one temporary sign may also be allowed on a Residential/Resource property. Conditions present to qualify for a temporary sign would include property/home sale and when advertising a community event. Such signage is limited to one unlit six (6) square foot sign for a property/home sale, construction sign and community event and shall not exceed five (5) feet in height above grade.~~

33.57.080 Nonconforming signs.

It is the intent of this section to ensure that nonconforming signs are brought into compliance with the standards of this code. The following standards apply to nonconforming signs:

- (1) No nonconforming sign maintenance shall be conducted that increases the nonconformity of the sign.
- (2) A nonconforming sign shall not be altered in height, shape, size, lighting/illumination, or affect the base or support without conforming with the provisions of this chapter. No off-premise sign shall add electronic components that move, flash, or change copy.
- (3) Properties with nonconforming signage shall only be allowed new or replacement signage requiring a permit after bringing an equivalent number of nonconforming signs on the property into conformance with the standards of this chapter.

33.57.090 Signage visible from a scenic highway.

A permit or other written approval is required from the Washington State Department of Transportation prior to review of certain types of sign permits by Clallam County for those areas within 600 feet of a designated scenic and recreational highway to show conformance with the Scenic Vistas Act and the Highway Advertising Control Act (Chapter [468-66](#) WAC).

33.57.110 Review of Administrator's action (appeals).

Any person aggrieved by the granting, denying or rescinding of a decision of the Administrator made under this chapter may seek review from the Hearing Examiner in accordance with Chapters [33.33](#) and [26.10](#) CCC. The request must be in writing setting forth the basis of the appeal and must be accompanied by the appropriate fees outlined in Chapter [5.100](#) CCC.

33.57.115 Enforcement

Periodically the Department of Community Development will conduct site visits throughout the County to determine compliance with this Title. In addition, the County will investigate all complaints of sign violations received. Upon identification of a non-compliant or abandoned sign, a letter will be mailed to the landowner informing them of the violation. The landowner will be required to take corrective action within 30 days. If a permit is not submitted within 30 days staff will conduct a site visit to verify removal of the sign. If the sign is not removed a certified letter will be sent informing the landowner of the accrual of fines of \$100 per day for each and every day the sign remains.

33.57.120 Severability.

If any provision of this chapter or its application to any person or circumstance is held invalid, the remainder of this chapter or the application to other persons or circumstances shall not be affected.