

**Clallam County Trails Advisory Committee (TAC)
May 5, 2021 Meeting Minutes**

WELCOME/INTRODUCTIONS

The meeting was called to order. The meeting was conducted both in-person and via video/phone conferencing.

Members Present: Andy Stevenson, Jennifer Reandeau, Justin Zarzecny, Dick Gritman, Charlie Commeree, Gordon Taylor, Erik Rohrer, and Bill Biery.

County Representatives: Steve Gray, County Public Works/Road Department
Bill Peach, County Commissioner

Guest Speaker: Ben Braudrick, Associate Planner, City of Port Angeles

The agenda was approved without modification.

APPROVAL OF MINUTES: Dick Gritman moved and Gordon Taylor seconded approval of the April 7, 2021 meeting minutes, which were approved with all in favor. Erik Rohrer noted corrections to spelling of his name.

ANNOUNCEMENTS/REPORTS: None

DISCUSSION ITEMS:

1. City of Port Angeles Olympic Discovery Trail (ODT) Updates

Invited guest speaker Ben Braudrick who is a planner for the Port Angeles Community Development Department summarized City efforts to address Olympic Discovery Trail (ODT) gaps between Valley Street and the East Marina and from Hill Street to the 10th Street ODT trail access. He noted that the City is expecting to receive the final trail design plans for these gaps from a local engineering firm this June/July.

Mr. Braudrick also provided an overview of the City's Race Street Complete Street Project. The project will include constructing a separated trail along Race Street to the Olympic National Park (ONP) Visitor Center area in two main phases. Funding for Phase 1 from 8th St. to the ONP Visitor Center is secured with design expected to be completed in June and construction targeted to commence in August. The City hopes to secure additional funding to complete the rest of the Race Street corridor improvements by 2026.

Mr. Braudrick noted that the City is reliant on grant funding and had received a grant from the state Recreation Conservation Office (RCO) for ODT design and trail construction in the gap areas. The preliminary design work completed and paid for by the grant showed that the City would need significantly more funding for construction. To address the funding gap, the City applied for but was not awarded a pedestrian safety grant. Due to lack of adequate construction funding, the construction funding phase of the RCO grant was not able to move forward.

Chair Stevenson asked if the City expects the ODT -Crown Z Park to 10th Street segment to have a 100% design in July 2021 with final cost estimates for construction. Mr. Braudrick responded that is the current schedule.

Chair Stevenson asked when the City expects to release the design for the trail route connection from Race/1st Street to the ODT Francis Street access. He is asking the question because the Race

Street project is being sold as an ODT connector and many people want to know how it will work. Mr. Braudrick indicated that this connection will need to be addressed under a separate contract from the Race Street Project. He is working with City engineers to address options, and indicated that the City has some available funding that can be used for ADA and sidewalk/trail improvements. He further noted that his goal is to at least construct a trail to the south side of Georgiana Street meeting AASHTO requirements. He added that these efforts are all still in the review phase and the City is not going to lose sight of addressing this connection.

Chair Stevenson asked if addressing the maintenance needs of the ODT between the Red Lion Inn and Morse Creek is the City Community Development Department or City Engineering Department problem to resolve. Mr. Braudrick responded that is an Engineering Department project. Chair Stevenson noted that the repair of the waterfront segment is #1 on everyone list and went on to say: “as far as he is concerned, and he thinks many others agree, pursuing closing the ODT gaps in the City are all very nice but without the waterfront trail why bother. Let’s get the waterfront trail section on the fix list we have real problems.” Mr. Braudrick noted we may need to change tack to maintain ODT portion that is essential. Chair Stevenson added we can build all we want but without the waterfront section that is a gaping hole.

Mr. Commeree asked what the trail will look like between Crown Z Park and Milwaukee Drive. Mr. Braudrick indicated that the trail would be separated from the road by a roll curb and buffer. Landscaping will be installed where possible and where the route needs to cross the road it will be a raised crossing. Mr. Braudrick will send a link that shows the preliminary designs.

Mr. Gray asked whether the future trail going along Hill Street will follow the former railroad grade. Mr. Braudrick responded about a third of the Hill Street segment will be along the railroad grade to Crown Z Park and that the grade from the waterfront to Crown Z will meet ADA standards. Mr. Gray also asked what the current cost estimate was to go to construction. Mr. Braudrick noted that the RCO grant was for 1.4 million and that the Hill Street trail section needed another 2.6 million after preliminary design. The City will need to reevaluate how to aggregate project funding for construction.

2. Olympic Adventure Trail Dan Kelly Parking Area

Mr. Gray noted that this discussion item was put on the agenda as a follow-up to discussion initiated at the last meeting regarding signage and horse trailer parking at the Olympic Adventure Trail (OAT) parking area off of Dan Kelly Road. He provided the following background:

- Backcountry Horsemen of Washington led the work effort to improve the original parking area.
- Clallam County has a lease agreement with the Department of Natural Resources (DNR) for use of the upper and lower parking areas and connecting drive at the Dan Kelly Parking Area. The leased area covers approximately 1.8 acres and included installation of a gate and fencing to prevent unauthorized vehicle access to the utility road that provides access to the OAT from the parking areas.
- Under the lease the County is responsible for maintaining the parking area. The County did major parking area surface improvements to the parking areas in 2020.
- The lease started in 2011 and currently expires in 2034. The initial annual rent payment by the County under the lease for use of the parking area on state lands was \$500. Per the lease, the state exercised right to increase the adjusted annual base rent which is now \$560.
- The County Road Department inquired with DNR whether lease payments can be eliminated or reduced due to the addition of the new state Colville Trail use of the parking area. DNR noted

per state law that they must charge rent to the County for the use of state lands to support OAT trail parking.

- The County can consider pursuing termination of the lease. Given the use of the parking area for the DNR Colville Trail this would likely mean that the parking areas would be designated as requiring a Discovery Pass. The Discovery Pass fees support DNR management and maintenance of improved parking areas providing access to state lands.
- The County Road Department will pay the 2021 lease payment, but will be evaluating whether to continue the current lease and maintenance responsibilities in future years. Another option may be to explore a third party (e.g., trail user groups) to pay for lease rental fees and maintenance responsibilities.
- Besides annual rent for use of state lands for parking there is the ongoing cost for maintenance and clean-up of the parking areas under the lease.

Chair Stevenson noted that the County is not paying an annual lease on the ODT-Waterline Road alignment. Mr. Gray confirmed the County purchased an easement for use of the Waterline Road for the ODT. Chair Stevenson followed that the County in this case entered into a rental agreement for the parking areas versus purchasing an easement. Mr. Gray responded that he did not believe there was a choice, particularly since the parking area is part of a utility corridor on state lands.

Chair Stevenson asked if whether the parking areas are on County lands managed by DNR that the County can request back. Mr. Gray was not sure if that was an option.

Ms. Reandeau asked who is responsible for maintaining the parking areas under the lease and if maintenance costs be used for rent reduction. Mr. Gray responded the County is responsible for both rental payments and maintenance under the lease. He indicated that if the County did terminate lease that he does not see the DNR closing the parking area because it provides access to the new DNR Colville Trail, but that DNR would likely designate the parking areas as requiring a Discovery Pass to help fund maintenance.

Mr. Gray reported that he is working with Mr. Taylor for assistance from the Peninsula Trail Coalition (PTC) for OAT trail identification signs to direct users from the parking lot entrance to the access point to the utility road that connects to the OAT. Targeted locations would be near the western parking lot entrance, along the connecting road and at the eastern edge of parking area near the trail access point by the gate.

Discussion was had on information to put on the OAT Dan Kelly Parking Area kiosk and also updates to the kiosk at the OAT trailhead on SR 112. This also sparked some discussion on need of an informational kiosk to help with trail route identification from East Beach Road in ONP onto the Waterline Road which is the ODT/OAT route that continues east. Currently, there is a large OAT rule sign at this location.

Further discussion was also on installing horse trailer directional signage in the Dan Kelly Parking Areas to encourage general vehicle parking in the west parking area. The Committee supported such signage. Mr. Gray plans to follow-up with DNR for approval and work with Mr. Taylor and PTC for sign production.

TRAIL PROJECT UPDATES/REPORTS

ODT-Forks to La Push (SR 110 Corridor Segment)

Mr. Gray noted the appraisal for the trail corridor targeted for acquisition between US 101 in Forks to Ballard Road in the 3 Rivers Neighborhood Area is now under contract. This segment represents

over 70% of the trail corridor needed to be acquired between US 101 and the ONP boundary. It is anticipated that the appraisal will be completed by the end of June, which will followed by review by a second appraiser. Once the appraisal process is completed, the Road Department will seek authorization from the County Commissioners to initiate negotiations with landowners. The timing of completion of the appraisal works with the anticipated RCO grant award for trail corridor acquisition. The RCO Funding Board plans to officially award grants at their June 29/30 meeting, and the County anticipates receiving a grant contract in July.

Mr. Gray also reported that he recently submitted a Certification of Match form to the RCO that was required for the County to remain eligible for grant funding. He noted that the RCO grant award is for \$905,456 with a \$301,819 match (25%) and that the County reported the following match sources: (1) \$150,000 County Lodging Tax Grant Award; (2) \$20,000 Peninsula Trails Coalition donation; (3) \$22,000 (estimated) of in-kind acquisition work; and 4) \$109,819 (estimated) from the County Road budget.

Commissioner Peach noted that he was contacted by a person wanting more information regarding the planned ODT trail section between SR 110 and the A-Road. He referred the person to contact Steve Gray at the County Road Department.

ODT-Dawley Slump Area Repair and Trail Restoration

Mr. Gray provided background and an update on County efforts to address the loss and damage to the ODT just east of Dawley Road. He summarized County past efforts to the damaged trail and to work with the Washington State Department of Transportation (WSDOT) to address US 101 stormwater drainage issues. He noted that the County has been monitoring trail movement over the past winter following the WSDOT clearing out of the conveyance pipes under US 101 that discharge below the damaged trail section, and reported no significant new trail damage.

Mr. Gray noted the County is considering installation of a vegetated wall system (~ 15 feet in height) to restore the damaged trail segment. He presented a typical cross section and advantages of the vegetated wall design. He also showed photos of a vegetated wall system installation on a trail in another jurisdiction immediately following installation, after 3 months and after five years. Mr. Gray indicated that the restored trail segment will likely have a gravel surface at least initially. He highlighted a several of the key advantages of the wall system such as ability to still function and be added to if minor slope movements occur, it gets stronger as vegetation growth occurs in and between the bags into the slope, and the long design lifespan of the bags (over 100-years).

The County is in process of determining material availability and costs from the vendor and will be evaluating availability of using County road crew to perform the work. Use of the chain gang for bag filling and placement work may also be an option for cost savings. He noted that the targeted design would likely result in the trail section being closed for one to two weeks, but that the closure period may be longer due to unforeseen issues once construction begins.

Question was asked if the gabion baskets would be removed. Mr. Gray responded that there is no plan to touch the gabions baskets that were installed by WSDOT to stabilize the slope below US 101. It was noted that parts of the gabion baskets are spilling rocks and need to be repaired. Further discussion was had on WSDOT responsibilities related to maintenance of US 101 drainage facilities and the gabion wall.

ODT-Pierce to Old Blyn Road Connector

Mr. Gray noted that the last report he received from the Jamestown S' Klallam Tribe (JSKT) is that they will commence construction of the ODT-Pierce to Old Blyn Highway segment this year.

ODT—East-end Trail Intersection Signage Improvement Project Update

Mr. Gray reported that County completed the installation of trail yield and stop signs at ODT crossings of County roads between Blyn and Siebert Creek. Yield signs were installed at most crossings with stop signs installed at Kitchen-Dick Road and Health Road (east-side) crossings. The next step is to supplement, update and standardize road signage both in advance and at the trail crossing points. He also noted that JSKT had previously installed stop signs on the trail at public road crossings in the sections they manage on the Miller Peninsula.

Other Reports

Chair Stevenson inquired about the JSKT proposal for a roundabout at the US 101 and Sophus Road intersection as it relates to how the crossing from the ODT to Longhouse gas station would work. Mr. Gray noted that the JSKT has a Roundabout Concept Plan that shows the ODT connection and crossing points. The concept plan also shows JSKT plans for a connecting trail on the south side of US 101 between the existing trail tunnel under US 101 in the main JSKT Blyn campus area back to Sophus Road. Discussion on the roundabout and ODT user crossing at the US 101 and Sophus Road intersection followed.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

County Thursday Volunteer Crew Efforts (May)

Mr. Gray reported that the County ODT Volunteer Crew held four work party days over the past month as summarized below:

- *ODT – Onella Road Separated Natural Tread Horse Trail.* The work party repaired and finished the trail tread, cleared trail, and improved drainage. Mr. Gray indicated he will work with Mr. Taylor for PTC assistance to design and obtain ODT horse trail identification signage. .
- *ODT-Siebert Creek Bridge Crossing Area.* The work crew built a short crib wall at the NE and NW corners of the trail bridge that had experienced abrupt drops off due to erosion related to people accessing the creek. The crew also painted bollards and refreshed bollard warning guidelines, and performed other maintenance work. Chair Stevenson inquired whether water access at this location discouraged. Mr. Gray responded the work was to repair erosion not prevent access. Will need to look at what County owns to see if makes sense to encourage trail users seeking access a better route. Chair Stevenson indicated similar issues are at the McDonald Creek and Bagley Creek trail bridge crossings.
- *OAT-Joyce Piedmont Road to Whiskey Creek Tread Work.* The volunteer work crew performed trail tread maintenance on the OAT between Joyce Piedmont Road and the Whiskey Creek crossing. The volunteer work crew will be returning tomorrow to address tread improvements on the east-side of the OAT-Whiskey Creek Horse Crossing.

County Maintenance Report Highlights (March)

Mr. Gray highlighted County trail maintenance efforts over the past month:

- Organized and supported four County Volunteer Trail Crew work parties.
- Painted over extensive graffiti in the Siebert Creek bridge area.
- Marked OAT trail corridor in DNR timber sale area.
- Removed two bollards between west-end of the Deer Park Rest Area and Strait View Parking Area.

- Painted bollards and bollard warning lines near between Blyn and Dean Creek and also three sites near Siebert Creek crossing. In addition, added bollard pavement warning lines at bollard sites at the Elwha River Bridge.

Other Maintenance Reports

Mr. Gray noted the North Olympic Marathon is coming up the first weekend of June and asked for Committee input on flail mowing to push back brush adjacent to trail before the event. Mr. Taylor noted it was important to push back growth at some point, but does not have to occur before the event. He added that between County and PTC efforts, the event corridor is being mowed.

Lorrie Mittman commented that her Frosty Moss event will occur before the marathon. From her perspective, the corridor does not look good right after flail mowing. She would prefer that any flail mowing occur after her event. Ms. Mittman also commented that someone has been accessing the OAT on a quad at about Milepost 17.5 from a side trail and having fires on the trail. She noted that the access point was not at a location that had one of the motorized vehicle barriers that were recently removed. Mr. Gray noted that the County had received similar reports of fire and wood cutting that they passed onto DNR.

Chair Stevenson suggests waiting for flail mowing to later in the season so it will last longer. Let the growth come in and then address in August and September. Mr. Gray inquired about any specific areas impacting horse gravel path along the paved trail. Ms. Reandeau noted she had not heard of any reports from Backcountry Horsemen members. Mr. Taylor noted that PTC has identified the need to restore the horse track between Kitchen-Dick Road and the Sequim Valley Airport.

PUBLIC COMMENTS

Dave Lasorsa commented that one of the unfinished segments he was working on before he left County employment was the Place Road to Oxenford Road section. He noted that an attorney friend working with the family related to ownership of one of the properties on the identified trail route offered to assist. Discussion related to the property and trail route followed. Mr. Gray noted that a recent check by the County right-of-way staff found that the property appears to still be in probate. Mr. Lasorsa indicated he would pass on Mr. Gray's contact information to the attorney.

Mr. Lasorsa also noted that the DNR property on the planned route had been identified about four years ago to contain marbled murrelet nests. He offered to assist with addressing that issue to accommodate a trail corridor.

ADJOURNMENT

Gordon moved and Dick G. seconded to adjourn.