

Clallam County Trails Advisory Committee (TAC)

April 7, 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, Gary Gleason, Dick Gritman, Kat Sample, Charlie Commeree, Gordon Taylor, Erik Rohrer, Bill Biery, and Richard Bloomer.

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

Other Agency: Lisa Turecek, Olympic National Park

The agenda was approved without modification.

APPROVAL OF MINUTES: The March 3, 2021 meeting minutes were approved.

ANNOUNCEMENTS/REPORTS: Steve Gray referenced the copy of the Peninsula Daily News article in the meeting packet about volunteer efforts on the Olympic Discovery Trail (ODT), and noted the article had great messaging on trail etiquette that was a discussion point at the last meeting.

DISCUSSION ITEMS:

Temporary Closure of Segment of Olympic Adventure Trail (OAT)

Justin Zarzecny, DNR, reported that a segment of the OAT starting west of the Joyce-Access Road crossing was closed on April 2 for logging road construction. An approximately 1.75-mile detour using the Joyce-Access Road is available to get around the closed area. The road building activity will be completed this week and the DNR plans to reopen on Friday (April 9). Warning signs will be placed on the trail to alert users of the logging road crossing. The trail segment will remain open until timber harvesting begins likely sometime this summer.

Mr. Gray referenced the map in the meeting packet showing the location of the closed trail segment and detour route. Chair Stevenson asked what is the length of trail that will be impacted by timber harvesting activities and what the grade was to get back on the trail from the road detour. Mr. Zarzecny did not know the specific length of trail that will be impacted by harvesting activities, but noted the trail corridor was marked by others to help reestablish after logging. He added the detour connector trail from the Joyce Access Road is somewhat steep but short (300 to 400 feet).

Peninsula Trails Coalition (PTC) Guidelines for Olympic Discovery Trail (ODT) Signs and Structures.

Mr. Gray indicated that the PTC sign and structure guidelines in the meeting packet were intended to provide background for a proposed new kiosk near the ODT crossing of Kitchen-Dick Road. The guidelines were developed by PTC to provide a consistent visual image and delivery of information over the length of the trail. He noted that there is signage and structures along the trail different from these guidelines, but that new signage and structures (e.g., kiosks) have been following these standards and guidelines for a number of years. He added that the PTC guidelines do not deal with trail related regulatory signage.

Mr. Gray provided an overview of the contents of the PTC sign and structure guidelines in the meeting packet, and noted that PTC funds and volunteers install information signs and trail structures along the ODT based on the guidelines with approval from the various trail jurisdictions. He provided a photo example of a recent information kiosk that followed the current guidelines constructed at the ODT-Morse Creek/Strait View Drive Trailhead Access as part of an Eagle Scout project with display design and funding by PTC.

Proposed Information Kiosk at ODT-Kitchen-Dick Road Crossing

Mr. Gray noted that the County has received an offer from a volunteer to install an information kiosk near the northeast corner of ODT crossing of Kitchen-Dick Road. He shared a site photo that showed the approximate proposed location. The proposed kiosk is similar in design to the PTC information kiosk design standard, with the main differences being a 3' by 6' versus 3' by 4' design face and a metal versus cedar shake roof. He added that the volunteer proposes the larger size to support posting of community information such as garages sales, lost dogs, fundraisers, etc.

Mr. Gray indicated site was a good location for a kiosk and that the closest existing kiosk is about 1.3-miles away on the west-side of the ODT Carlsborg Road crossing. As a side note, he noted that at the southeast corner of the ODT-Kitchen Dick Road crossing the County owns a triangular 5.3 acre parcel. This may at some future date be a location for development of trailhead parking and/or trail picnic area. A question was asked if any plans to develop this parcel to support the trail. Mr. Gray responded there were no current plans or funding available.

Mr. Gray indicated there was no specific display proposed for this location at present time. He requested input from Committee members on the proposed kiosk location as well as design changes from the PTC guidelines, and noted that he believes PTC plans to discuss the kiosk at their upcoming April meeting.

Mr. Commeree expressed support for the proposed kiosk design and location. He also asked if the PTC guidelines apply to the Olympic Adventure Trail (OAT). Mr. Gray noted that the PTC guidelines are also for the OAT. Mr. Commeree noted he had some issues regarding OAT signage that he would like to discuss later.

Chair Stevenson indicated that he is very uncomfortable with idea of public postings on one of our message boards. Thinks that is a serious mistake to allow for unregulated posting of information on a sign board that purports to be representative of the ODT. He does support an information kiosk at that location.

Chair Stevenson noted he was involved in the evolution of the PTC sign/structure guidelines and that one of the major motivations for their development was the fact we have 14 different jurisdictions that host the ODT. PTC recognized from other regional trails the importance of branding and consistency in signs and information presented to trail users. He recommended it would be helpful for the County to adopt the PTC guidelines, and added that the proposed new kiosk should stick to the standard unless there is good rationale for a change because he believes the consistency element is important.

Mr. Taylor indicated that he has helped build several of the kiosks per the PTC guidelines and that it is common to leave the back side of display open for postings such as lost dogs. He noted that volunteers regular cruise and remove infrequent commercial postings, and typically follow-up with the merchant that the kiosks are not for that type of information. He added that he provided feedback to the volunteer proposing to install the kiosk to be sure that the location is at least four feet back from the horse track to avoid contact of horse riders with the steel roof. Ms. Sample concurred with that recommendation because it can be an issue for equestrians.

Mr. Taylor noted that PTC is in process of revising their guidelines related to bollards. Chair Stevenson indicated it is a living document.

Mr. Gleason inquired whether commercial camping establishments are shown on the kiosks. Mr. Taylor responded that PTC is not currently putting commercial establishments on information displays, but do recognize commercial sponsors on websites and distributed maps. The web site and brochures can be easily updated as things change. When we put up a display we are targeting for 15 years lifespan.

Mr. Gray added that the Road Department supports the proposed kiosk location based on a display size per the PTC guidelines to promote consistency unless a specific design warrants a larger display. In terms of a community message board, he noted the Road Department does not have time to approve general postings.

PTC Bollard Inventory and Bollard Maintenance

Mr. Gray noted that the PTC bollard inventory has been a subject of discussion at past meetings, and that a number of Committee members requested a copy of the inventory. He noted the meeting packet contained data sheets for the over 120 bollard sites and provided an overview of the data fields that include:

- Unique ID # for each bollard site from east to west
- Segment number identifier (East to west) for quick data search:
 - 100: Jefferson Co (Not included in meeting materials)
 - 200: Blyn-Jamestown S'Klallam Area
 - 300: City of Sequim
 - 400: East Central Clallam County
 - 500: Port Angeles
 - 600: West Central Clallam County
 - 700: Spruce Railroad Trail – Olympic National Park
 - 800: West Clallam County
 - 900: Forks to La Push (no current bollards)
- General bollard location description
- Bollard description (bollard type, # of bollards, whether bollards also on sides, and height, diameter)
- Guide Markings: Whether has warning and diamond guidelines
- Latitude/Longitude
- Bollard Photos (generally both directions) taken summer/fall2020

He indicated that the County plans to use the inventory to assist with identifying and prioritizing bollard maintenance needs such as bollard painting, adding/replacing reflective tape, and a painting/refreshing bollard pavement bollard warning markings. He also noted it can also assist with County evaluation of whether to remove a bollard site and noted that he has identified for removal the bollard near the top of the hill immediately west of the Deer Park Rest Area and also the bollard at the bottom of the hill just east of the ODT Strait View Drive parking area.

Chair Stevenson thanked PTC for the inventory efforts. Discussion followed.

Mr. Taylor indicated there have been some revisions to the inventory noting that two bollards at the end of the ODT-Johnson Creek Trestle in the City of Sequim have been removed. He also noted that a couple of more bollard sites were added on the west end including: 1) where the trail enters Olympic National Park between Spruce Railroad Trail and US 101; and 2) a site off in the woods between FS2918 and US 101 crossing. In terms of latter, he has not figured out why it is there. Chair Stevenson responded that there used to be a number of vehicle access points between the highway and trail that people were using to

gather firewood, but that most of these cross trails are now overgrown and not nearly as usable. He believes this bollard site is likely not needed anymore.

Chair Stevenson indicated support for the two bollard sites the County plans to remove west of the Deer Park Rest Area.

Olympic Adventure Trail – Dan Kelly Parking Area

Chair Stevenson circled back to Mr. Commeree to address the Olympic Adventure Trail (OAT) signage he wanted to discuss. Mr. Commeree identified a need for signage to direct trail users to the OAT from the Dan Kelly Parking Area. He noted that when you enter the parking area you notice the Colville Trails sign, but that there is only a very small sign at the east end of the parking area for the OAT.

Mr. Gray indicated that there is a kiosk at the east end of the parking area that can be utilized to post information. Mr. Taylor noted this kiosk was next on the PTC list to develop and install an information display after update of the Diamond Point Kiosk, and noted there is an OAT map pocket on the kiosk that they try to keep full. Chair Stevenson recommended that the kiosk information should also address the Colville trail to inform users of the differences between the two trails.

Mr. Taylor recommended that we should increase our intensity of encouraging OAT cyclist to use the Hwy 112 entrance in order to keep parking available at the Dan Kelly Parking Area for horse trailers, since that was why the parking area was originally developed for OAT equestrian access. Ms. Stevens agreed and added that parked cars make it difficult to turn around with a horse trailer. Sometimes we have group rides and need that full lot in the back. We kind of gave up the first parking area for cars and for the bicycle park (i.e., Colville Trail). She noted that the Backcountry Horsemen with assistance from Del Hur basically made these parking areas so we want to keep open to support horse use.

Chair Stevenson recommended let's just sign the whole parking lot for horse trailer parking only. Mr. Gray noted that the lease the County has with DNR for the parking areas will not likely allow such restriction, but that we may be able to be creative on how to direct people to park. He also noted the Road Department does not have resources to regulate parking and agrees with ideas of to improve public outreach (e.g., ODT web site, trailhead info).

Ms. Sample asked if the Colville Trail unit in the first parking area can have their own kiosk. Mr. Zarzecny responded that there is a kiosk at the Colville trailhead.

Ms Sample referred to parking at Whiskey Bend that is signed for cars on one side and horse trailers on the other that most people follow until once side gets filled. Chair Stevenson indicated that since we have two parking areas at the OAT-Dan Kelly Parking Area ought to be able make it work.

Mr. Zarzecny noted the current lease is "non-exclusive". So, the County cannot exclude anyone from parking there, but that he supported signage and information.

TRAIL PROJECT UPDATES/REPORTS

Olympic Adventure Trail (OAT) Motorized Barrier Removal Project

Mr. Gray reported that the County completed the motorized barrier removal project on the OAT. He noted that the barrier at the end of the Dan Kelly Road Parking Area adjacent to gate will remain for now, and was repainted and tread through the barrier regraded. He also noted that Mr. Zarzecny indicated there is a

barrier on a prior OAT alignment off the J4000 Rd. Mr. Gray concluded by saying to let him know if aware of any barriers we missed.

ODT-Forks Calawah River Park to Sitkum-Sol Duc Rd (aka. "A" Road)

Mr. Gray reported that the Road Department applied for a \$825,000 Surface Transportation Block Grant (STBG) funding to support construction of the trail and multi-user bridge crossing in this trail section. He indicated the County Commissioners will hold a public hearing on Tuesday to consider project selection for a STBG funding allocation and anticipates approval based on available funding. This funding in combination with the \$450,000 Transportation Alternatives federal funding grant and \$300,000 local charitable trust pledge would bring total project funding to date of \$1,575,000.

Mr. Gray indicated that the County plans to enter into an agreement with Washington State Department of Transportation (WSDOT) this year to move forward to obligate (i.e., secure) the \$450,000 Transportation Alternatives funding before August 1 and initiate preliminary engineering design in 2021. He also noted that the County Survey Crew is currently installing monuments on the 11-acre of trail corridor purchased from Rayonier between the Calawah River and Sol Duc-Sitkum Road.

Mr. Gray noted that the project may exceed the current ~ 1.5 million cost estimate. The County will know more after engineering design. The main expense is the bridge, with recent cost estimates ranging from 1 million to 1.5 million depending on type of bridge.

Mr. Gleason inquired whether the County will need to look for additional funding. Mr. Gray responded that the County has sufficient funding for engineering and likely close to what is needed for construction. The engineering design phase will refine cost estimates, but that crossing a river in terms of permitting considerations presents some current unknowns.

Chair Stevenson inquired whether engineering will be in-house and when to anticipate a more definitive cost estimate (30% design). Mr. Gray responded that engineering is planned to be in-house at this time, and that the County will be preparing preliminary cost estimates as part of WSDOT project funding agreement package to be submitted this summer with the possibility of a 30% design later in the year.

ODT-Forks to La Push (along SR 110/La Push Rd Corridor)

Mr. Gray announced the following new project updates:

- Clallam County is moving forward to get under contract (April/May) a timber cruise (tree value) and appraisal for the ~ 7-mile planned trail corridor segment between US 101/Forks and the 3 Rivers Area. The appraisal work will likely take a couple of months.
- The County expects to have state grant trail acquisition funding under contract this summer.
- The Quileute Tribe has a \$565,000 Federal Safety Grant for Second Beach Trailhead parking improvements. This would represent a significant cost savings to the Federal Lands Access Program (FLAP) trail construction award that also targeted improvements to this parking area as part of the planned ODT connection.
- The Western Federal Lands Project Manager will be reporting soon to the to the FLAP committee on the project scoping report.

Chair Stevenson asked if the county is anticipating breaking the trail corridor acquisition into two phases—east and west of the Bogachiel River Bridge. Mr. Gray responded that is the current plan, since we are ready to go with the appraisal east of bridge.

Other Reports

Mr. Gray reported that the ODT-Spruce Railroad Section Slide Debris Removal project is proceeding well. Lisa Turecek, Olympic National Park Chief of Facility Management, indicated they hope to re-open this weekend. Chair Stevenson added he was impressed with the work of the contractor.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

County Thursday Volunteer Crew Efforts (March)

Mr. Gray reported that the County ODT Volunteer Crew:

- Completed trail tread work on hill just west of the powerline crossing near the 112 trailhead.
- Repaired tread on OAT near milepost 11 and removed two sets of motorcycle barriers.
- Brushed and blew off trail from Kitchen-Dick Road to North Barr Road.
- Repaired fence on trail section near Pristine Lane and brushed and blew trail from Bobcat Hollow Lane to Bagley Creek Road.
- Cleared ditches, brushed and blew off trail between West Sequim Bay Rd and Whitefeather Way.

Discussion followed regarding drainage issues between West Sequim Bay Road and Whitefeather Way.

County Maintenance Report Highlights (March)

Mr. Gray highlighted March County trail maintenance efforts:

- Coordinate and led five volunteer work parties just summarized.
- Complete Motorized Vehicle Barrier project on OAT
- Blew off trail debris from Kaycee Way to Lower Elwha Road
- Worked with Lower Elwha S' Klallam Staff to install fence along easement property (at former parking area) on Kaycee Way.
- Various work at Siebert Creek trail crossing including bollard repair and painting, extensive painting over graffiti in multiple locations, and brushing work.

Mr. Gray noted that Siebert Creek area has been an ongoing maintenance issue especially related to dumping. He acknowledged the great effort of the volunteer trail adopters in that section.

Other Maintenance Reports

Chair Stevenson asked Ms. Turecek whether ONP has scheduled trail surface clean-up in the section between the Fairmont Summit and end of Camp David Junior Road. Ms. Turecek indicated ONP expects to conduct trail surface cleaning sometime in the next few weeks.

Mr. Taylor noted that PTC plans to sweep the trail from FS 2918 to Fairholm sometime over the next-week. They could extend the sweeping to the ONP boundary.

Mr. Rohrer noted the ongoing lack of vegetation growth resulting in gravel material onto the trail in the cut area near the O65 road. Inquired whether any ideas what to plant there to stabilize. Chair Stevenson

indicated that the slopes were hydroseeded and jute netting placed to encourage re-vegetation, but that it did not work.

PUBLIC COMMENTS

Dave Lasorsa expressed his support of the work of the Committee. He noted that he has personally taken on addressing the water ponding issue on the Port Angeles Waterfront Trail section about ½-mile east of Lees Creek. He received permission and installed drains in January/February. Although still some sheet flow, the area is no longer a lake. More recently a clay bank washed across the trail in that area.

Chair Stevenson noted appreciation for Mr. Lasorsa's efforts and indicated that the PTC and city have been engaged in significant ongoing discussions attempting to figure out funding to save the waterfront trail from destruction. He expressed serious questions on level of commitment by the City for what needs to be done, and suggested that City residents go to Council asking them how they plan to proceed. Mr. Lasorsa noted the need for trail corridor restoration, including shoreline and bank stabilization, over the entire 4-mile stretch.

Mr. Taylor agreed with the Chair that broader public pressure is needed. PTC thought they had an approach for City and County cooperating earlier this year, but it did not work out. There is funding in City budget for at least a minimum effort, but getting it spent is another thing.

ADJOURNMENT