

16

NOV 10 2025



BOARD of CLALLAM COUNTY COMMISSIONERS

MINUTES for the week of November 3-7, 2025

WORK SESSION – 9 a.m.

The work session convened at 9 a.m., Monday, November 3, 2025. Present were Commissioners Johnson, Ozias and French and Administrator Mielke.

Items of discussion per the agenda published October 30 were:

- Calendar/Correspondence
- Memorandum of understanding with North Olympic Healthcare Network to facilitate medical and behavioral health services of juvenile and adult individuals while in County custody
- Discussion regarding 2026 insurance rates

Meeting concluded at 9:15 a.m.

REGULAR MEETING OF THE BOARD OF CLALLAM COUNTY COMMISSIONERS

Chair French called the meeting to order at 10 a.m., Tuesday, November 4, 2025. Also present were Commissioner Ozias and Administrator Mielke. Commissioner Johnson is excused.

REQUEST FOR MODIFICATIONS/APPROVAL OF AGENDA

ACTION TAKEN: CMOm to adopt the agenda as presented, CMFs, mc

PUBLIC COMMENT

- John Worthington, Sequim, commented on item 1a
- Ed Bowen, Clallam Bay, commented on item 3b

CONSENT AGENDA

1a Approval of vouchers for the week of October 27

The Following warrants and electronic payments are approved for payment:

Accounts Payable:	Total
Warrant numbers: 9945516-9945668	\$383,230.53
Electronic payments dates: n/a	\$0.00
Total Accounts Payable:	\$383,230.53

1b Approval of payroll for a period ending October 15

The following voucher/warrants/electronic payments are approved for payment:

Payroll	Total
Warrant Numbers	
181202 – 181516, 9945268 – 9945283, 9945489	\$876,646.23
Electronic Payment Date	
10/24/2025 – 10/27/2025	\$322,391.26
Total Payroll:	\$1,199,037.49

1c Approval of minutes for the week of October 27

ACTION TAKEN: CMOm to adopt the consent agenda, CMFs, mc

REPORTS AND PRESENTATIONS

- CMO reported on Solid Waste Advisory Committee Meeting, Healthcare Authority, WIC Program, department staff meetings, 3 Crabs Road
- CMF reported on Port Angeles City Council Meeting, Safe Parking Program, Olympic Region Clean Air Agency ORCAA

CONTRACTS AND AGREEMENTS

2a Agreement amendment 1 with the Washington State Military Department and US Department of Homeland Security for the Emergency Operations Center Grant

ACTION TAKEN: CMOm to approve, CMFs, mc

PUBLIC COMMENT

- Lisa Dekker, Port Angeles, commented on Doc Holliday timber sale
- Larry Campbell, Sequim, commented on the Sheriff's Office incident number
- Maureen McElravy, Clallam Bay, commented on item 1c, Clallam Bay land purchase
- John Worthington, Sequim, commented on forest
- Eric Fehrmann, Sequim, commented on Commissioner Forum sessions, reports and presentations
- Jeff Tozzer, Sequim, commented on Safe Parking Program, 3 Crabs Road
- Ellen Menshew, Clallam County, commented on legacy forest, forest product industry, Doc Holliday timber sale

HEARING(S)

3a Resolution authorizing a grant from the Opportunity Fund – City of Forks

- Rod Fleck, City of Forks, provided a report

ACTION TAKEN: CMOm to open the public hearing, CMFs, mc

- The following provided testimony:
 - John Worthington, Sequim (see attached)
 - Kenneth Reandeau, Port Angeles (technical difficulties)
 - Eric Fehrmann, Sequim
 - Jeff Tozzer, Sequim

ACTION TAKEN: CMOm to close the public hearing and adopt, CMFs, mc

3b Clallam County Six-Year Transportation Improvement Program 2026-2031

- Joe Donisi, Jason O'Dell and Steve Gray, Public Works/Road Department, provided a staff report

ACTION TAKEN: CMOm to open the public hearing, CMFs, mc

- The following provided testimony:
 - Ed Bowen, Clallam Bay (see attached)
 - John Worthington, Sequim
 - Jeff Tozzer, Sequim
 - Cheryl Baumann, North Olympic Peninsula Lead Entity for Salmon
 - Eric Fehrmann, Sequim
- The following sent in written testimony: Kevin Long, Cheryl Baumann, Wendy Clark, J Kahn, Anna Geffre, Laura Davis, Rhonda Joslyn, Hugh Joslyn, Joanne McCoy, Ian Mackay, Lida Morgenroth, Maggie Edwards, Joanne LaBaw, Frank Pupava, Warren Wilson, Cindy Wilson, Adelle Ulner, Sara Tetreault, Bradley Tetreault, Nancy Swenson, Steve Guttormson, Megan Black, Garret Marlantes, Aimee Pearce, Teena Woodward, Jack Bochsler, Chapple Family, Kevin Hawley, Laura Friess, Eric Whitfield, Rondi Smith, Ed Bowen (see attached)

ACTION TAKEN: CMOm to close the public hearing, CMFs, mc

The BOCC and Public Works/Road Department held discussion and made edits to the Resolution.

ACTION TAKEN: CMOm to adopt the Six-Year 2026-2031 Transportation Improvement Program as presented with two additional additions. The additions would be U51 preliminary study for Neah Bay to Forks Road with a \$20,000 placeholder and U52 preliminary assessment for the Diamond Point Road/Trail Corridor potential project with a \$20,000 placeholder, CMFs, mc

BOARD of CLALLAM COUNTY COMMISSIONERS
MINUTES for the week of November 3-7, 2025
Page 3

PUBLIC COMMENT

- Ed Bowen, Clallam Bay, commented on Board of Natural Resources Zoom, Washington State Department of Natural Resources, Forks City Attorney Rod Fleck, Olympic National Park shutdown
- Kenneth Reandeau, Port Angeles, commented on City of Forks mill Opportunity Fund request

The meeting concluded at 12:07 p.m. and continued until Monday, November 10, 2025, at 9 a.m.

The Board of Commissioners attended a WSAC Virtual Update, Coffee with Colleen and Housing Solutions Committee Meetings during the week of November 3, 2025.

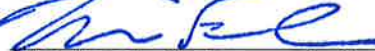
PASSED AND ADOPTED this 10th day of November 2025

ATTEST:



Loni Gores, MMC, Clerk of the Board

BOARD OF CLALLAM COUNTY COMMISSIONERS



Mike French, Chair



Randy Johnson



Mark Ozias

KEY TO ABBREVIATIONS:

ATM Administrator Todd Mielke
CMO Commissioner Mark Ozias
CRJ Commissioner Randy Johnson
CMF Commissioner Mike French

m moved
mc motion carried
s seconded



BOARD OF CLALLAM COUNTY COMMISSIONERS PUBLIC HEARING

Resolution authorizing a grant from the Opportunity Fund – City of Forks

I declare under penalty of perjury under the laws of the State of Washington that any testimony that I give is true and accurate. Please print name and address clearly.

Nº	PRINTED NAME	SIGNATURE	ADDRESS
1	Don Fickel	[Signature]	City of Forks 500 East 1st Ave
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BOARD OF CLALLAM COUNTY COMMISSIONERS PUBLIC HEARING

Clallam County Six-Year Transportation Improvement Program 2026-2031

I declare under penalty of perjury under the laws of the State of Washington that any testimony that I give is true and accurate. Please print name and address clearly.

Nº	PRINTED NAME	SIGNATURE	ADDRESS
1	Ed Bowen	Ed Bowen	PoB III CB
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**BOCC Hearing
Opportunity Fund – City
of Forks Written
Testimony 11/4/25**

Gores, Loni

From: john worthington <worthingtonjw2u@hotmail.com>
Sent: Tuesday, November 4, 2025 11:13 AM
To: Gores, Loni; loni.gores@clallamcounty.wa.gov
Subject: Fw: Forks mill

Please put this on record for today.
Thanks

From: john worthington <worthingtonjw2u@hotmail.com>
Sent: Tuesday, November 4, 2025 11:09 AM
To: Mark Ozias <mark.ozias@clallamcountywa.gov>; Lane, Mark <mark.lane@clallamcountywa.gov>; Randy Johnson <randy.johnson@clallamcountywa.gov>; French, Mike <mike.french@clallamcountywa.gov>; Rod.Fleck@clallamcountywa.gov <rod.fleck@clallamcountywa.gov>; Jeff Tozzer <jeff.tozzer@gmail.com>
Subject: Forks mill

YES — any American company could have out-bid Riverside’s \$12 M plan by simply applying for free USDA money that was sitting on the table.

Here’s the math that proves it:

Money Riverside Got	Money an American Bidder Could Have Grabbed
\$0 federal	\$1–1.5 M Community Wood Grant (35–50 % of capital)
\$875 k state/county (written after they won)	\$20 M Wood Products Infrastructure pool (open to any U.S. mill)
\$0 loan guarantees	\$220 M TPEP loan guarantees (0 % down, 90 % backed)

Spencer Forest Products (the American bidder) could have:

- Filed the **2-page USDA form** by Dec 18, 2024
- Turned their \$5–8 M plan into **\$13–15 M** overnight
- Matched Riverside’s 70–100 jobs and co-gen plant
- Kept **every penny of profit** in the USA

Hampton or Sierra Pacific (both cash-rich U.S. giants) could have:

- Written “Forks” on the application
- Built **two** mills for what Riverside spent on one
- Started cutting **spring 2025** instead of 2026

Why the American bid stayed low

- Spencer bought the **wrong site** (private land 20 miles away) and never applied.
- Forks **never told** Hampton/Sierra the federal pot existed.
- The city wrote the \$875 k check **only after** Riverside signed.

How to fix it TODAY

1. Call Mayor Rod Fleck (360-374-5412)
2. Tell him: "Re-open the lease—USDA will pay any American company **more** than Riverside."
3. Watch Hampton's Portland HQ fax a **\$20 M bid** by Friday.

Bottom line: **America had the bigger cheque.** We just forgot to cash it.

BOCC Hearing
TIP Written Public Testimony
11/4/25

Habel, William

From: Kevin Long <projectmanager@nosc.org>
Sent: Tuesday, September 2, 2025 12:29 PM
To: ODell, Jason; Baumann, Cheryl; Habel, William
Cc: Gray, Steve
Subject: RE: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

You don't often get email from projectmanager@nosc.org. [Learn why this is important](#)
Sorry William, I should certainly have included you on this question!

Thank you,

Kevin Long
Project Manager
[North Olympic Salmon Coalition](#)
Cell: (360) 301-9251



[Become a Member](#) | [Volunteers](#) | [Donate](#)

From: Kevin Long
Sent: Tuesday, September 2, 2025 12:27 PM
To: ODell, Jason <jason.odell@clallamcountywa.gov>; Baumann, Cheryl <cheryl.baumann@clallamcountywa.gov>
Cc: Gray, Steve <steve.gray@clallamcountywa.gov>
Subject: FW: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

Hi Jason and Steve,
Somehow this always sneaks up on us. I'm wondering if it is too late to get potential projects onto the updated TIP.

NOPL is currently looking at the next priority culvert replacements in the region with an anticipation of asks to the Fish Barrier Removal Board this winter for design on some culverts not currently on the TIP. If I remember, in order to get a landowner acknowledgement required by State grant programs, the culvert needs to be on the TIP. Is that right? If so, how do we get culverts listed on the TIP?

Thanks,
Kevin

From: Stephanie Martin <stephanie.martin@makah.com>
Sent: Tuesday, September 2, 2025 11:44 AM
To: Kevin Long <projectmanager@nosc.org>; Nicole Rasmussen <nrasmussen@wildsalmoncenter.org>
Subject: Fwd: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

FYI

----- Forwarded message -----

From: **Habel, William** <William.Habel@clallamcountywa.gov>

Date: Tue, Sep 2, 2025 at 11:23 AM

Subject: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

To:

Greetings,

Clallam County is in the process of updating its [Six-Year \(2026-2031\) Transportation Improvement Program \(TIP\)](#). The County's TIP is updated annually pursuant to RCW 36.81.121 and identifies current and planned transportation improvement projects over the next six years for roads, bridges, non-motorized trails (e.g., Olympic Discovery Trail) and other improvements (e.g., culvert replacements) related to County managed transportation facilities. It also serves as the basis for preparing and adopting the County's 2025 Annual Construction Program for transportation improvements.

The County Public Works Department maintains approximately 490-miles of roads and adjacent road corridor, 38 bridges, the Olympic Adventure Trail, and the Olympic Discovery Trail (sections managed by County). The Six Year TIP does not include the annual operation and maintenance of this County-managed transportation system. It also does not include the Department's annual chip seal surface overlay work that is a key pavement maintenance management activity that typically surfaces between 20 to 40 miles of roads throughout the County. Annual operations and maintenance (O/M) of the existing County transportation system represent a large part of the Public Works Department. Operation and maintenance costs rely on what the County collects to support the transportation system annually from property taxes or receives from state gas taxes. This means that most transportation system improvement projects found in the Six-Year TIP rely on securing outside funding, particularly state and federal grants.

The [Draft 2026-2031 TIP](#) contains 42 planned projects or project areas programmed over the next six years. These are projects or project phases (e.g., planning, design, right-of-way acquisition, construction) where funding is "reasonably expected" based on secured/anticipated funding awards (e.g., grants) and other projected funding levels over the next six years. The Draft 2026-2031 TIP also contains 48 planned, unfunded projects (see U1 – U48) that currently don't have any identified funding. These projects can be programmed (i.e., moved to the planned project list for funding over the next six years) if project funding becomes available.

You can view Draft 2026-2031 TIP and other related information at: [Click Here](#)

For information on the Draft 2026-2031 TIP public meeting and hearing schedule and how to comment: [Click Here](#)

William Habel

Regional Trails & Active Transportation Coordinator

Clallam County Public Works

360-417-2309

Stephanie Peterson - Martin
Habitat Division Manager/Ecologist
Makah Tribe - Fisheries Management Department, Habitat Division
Phone: (360) 645-3173
Cell: (360) 640-1181
Email: stephanie.martin@makah.com

Website: www.makah.com

Office Hours: Monday - Thursday, 8:00AM - 5:00PM (Closed for lunch 12:00 - 1:00PM) Note: Office hours may vary by department

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Habel, William

From: Gray, Steve
Sent: Tuesday, September 2, 2025 4:55 PM
To: ODell, Jason; Habel, William
Subject: FW: N. Olympic Peninsula LE Inventory County Road Culverts
Attachments: Clallam County Culvert Inventory Prioritization 2022 6-7-22.pdf; Gradient Analysis.docx

FYI -Steve

From: Baumann, Cheryl <cheryl.baumann@clallamcountywa.gov>
Sent: Monday, August 25, 2025 5:57 PM
To: Donisi, Joe <joe.donisi@clallamcountywa.gov>; Gray, Steve <steve.gray@clallamcountywa.gov>
Subject: N. Olympic Peninsula LE Inventory County Road Culverts

Joe & Steve,

Hope this finds you both well. Heard there was a question during the Transportation Improvement Program at Work Session today about a prioritization of Clallam County road culverts. Just to refresh background info: North Olympic LE for Salmon spent several years working on that on a part time basis. You can read about that in the Clallam County Culvert Inventory Prioritization which is attached. The second attachment discusses how these culverts were prioritized. The field work on this was lead by Eric Carlsen, a former DNR guy who worked with us after that for about ten years. He was also engaged with the North Pacific Coast Lead Entity (involving Clallam County waters which empty into the Pacific Ocean.) That lead entity & the Coast Salmon Recovery Region hired Eric to then help mentor & gather this info out west). In that way we wound up with a fairly comprehensive inventory of road culverts for all of Clallam County. (my area is waters dumping into the Strait only).

Besides inventorying the county road culverts within our WRIA's, some of the private culverts in the Hoko in WRIA 19 were inventoried as well. We have a separate prioritization for the Hoko & Pysht since we were applied & was selected as a priority watershed by the Brian Abbott Fish Barrier Removal Board. That's why much of the focus has been on bringing forward culvert correction projects in the Hoko & one in the Pysht thus far.

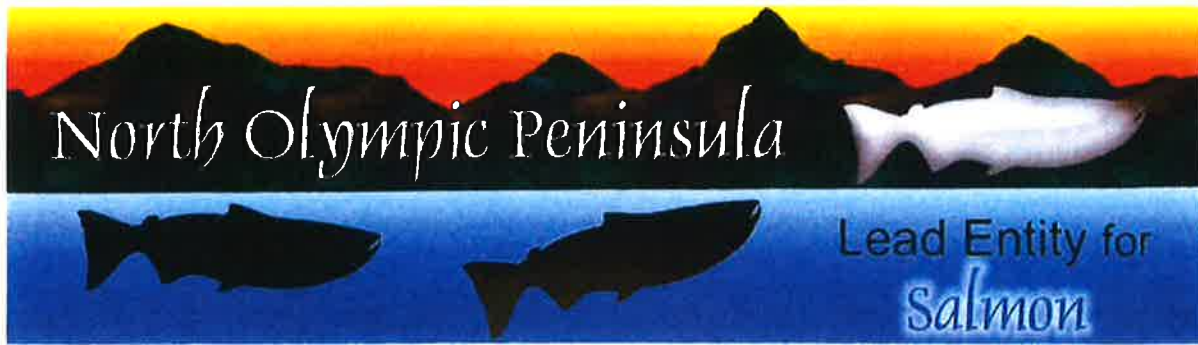
All of this culvert information was then fed into WDFW's Fish Barrier Map. Lara Kawal, who worked with the lead entity extensively, and then worked for DCD before being moved to GIS after Mary Ellen Winborn left is the brain trust on the prioritization spreadsheet and did much of that work. The inventory is to be a living document. We have

some surveys that still need habitat surveys. WDFW will do some of them for us. We also need to update the information periodically as we can.

If you have any questions, please do not hesitate to reach out.

Best,

Cheryl Baumann
North Olympic LE for Salmon
Cell: 360-912-4152



Clallam County Culvert Prioritization

2022

An ongoing effort by the North Olympic Lead Entity for Salmon is our inventory of Clallam County road culverts within our lead entity geographic boundary which runs from the county's eastern border at Blyn, west along the Strait of Juan de Fuca to Neah Bay. This inventory was needed to identify where fish blocking, undersized or failing culverts are located. These passage barriers negatively impact fish passage, preventing salmon from reaching prime spawning and rearing habitat. Many older culverts, along with tide or floodgates; were not designed to allow fish passage. This inventory was an action proposed by the Lower Elwha Klallam Tribe by their longtime Restoration Manager Mike McHenry. Mike submitted a proposed culvert inventory for ranking and inclusion in the Lead Entity's Four Year Workplan which is a roadmap of projects needed to advance salmon restoration.

When the Lead Entity was looking for a significant effort to tackle, the road culvert inventory seemed a good fit and timely, given the culvert injunction case in the courts and moves to address it. Lead Entity Coordinator Cheryl Baumann spoke with Mike McHenry about the inventory. He and the Elwha Klallam Team were extremely busy with the Elwha Dam Removal project and he graciously supported the Lead Entity implementing the inventory. He and the Tribe, including their GIS Analyst Randall McCoy; continue to provide technical assistance as needed. Mike Haggerty, who is a Technical Team member appointed by the Makah Tribe; has also generously provided technical assistance with this prioritization.

On a part time basis from 2013 to 2018, the Lead Entity's Restoration Planner Eric Carlsen led the field work. He and volunteers, primarily Coleman Byrnes & Jim McCullough, both with Streamkeepers and the Lead Entity's Technical Team; walked Clallam County roads and inventoried over 2,000 culverts. They followed WDFW Fish Passage Inventory, Assessment, and Prioritization Manual Level A Culvert Assessment Protocol, took GPS coordinates and pictures, & recorded site comments. LE contract staff Lara Kawal and Shannon Weaver also assisted with field work and then subsequent GIS efforts.

The ongoing inventory efforts have been paid for with project development funding from the Puget Sound Acquisition and Restoration Funds through the Puget Sound Partnership. Efforts along the Hoko and other western watersheds came from an EPA grant allocated to us by the Strait Ecosystem Recovery Network. Clallam County Roads covered the transportation costs related to this effort.

This inventory helped provide the information needed for a successful application to WDFW's Brian Abbott Fish Barrier Removal Board during their first call for projects in 2016. This resulted in the Hoko Watershed being selected as a priority watershed for ongoing culvert repair funding. The Clallam County Road Department and the North Olympic Salmon Coalition have partnered on several key fish passage projects with this funding in the Hoko.

The Lead Entity's inventory data was compiled into 10 geodatabases and shared with government agencies and other organizations, such as the Clallam County Roads Dept. and the Washington Dept. of Fish & Wildlife. The data can be viewed by the public on the [WDFW Washington State Fish Passage website](#).

In 2018, the North Olympic Peninsula Lead Entity for Salmon's Technical Review Group requested a desktop assessment of habitat potential above culverts that were identified as barriers during the culvert inventory. This would be used with other data to create a ranked list of culverts, which guides lead entity priorities for fish barrier correction.

At that same meeting, the LE's Technical Team identified several variables to be factored into the prioritization process including fish use; calculating the lineal gain of channel upstream of culverts with a gradient between 0 and 16%, and giving greater priority to low gradient 0-4% habitat; and calculating a valley confinement index. Both of these are steelhead intrinsic potential parameters. They also wanted to account for other variables that would limit habitat gain like identifying barriers below and above culverts and percent fish passability.

These variables are used in other local fish passage barrier prioritization strategies such as the collaborative strategy developed by the Coast Salmon Partnership. The North Pacific Coast Lead Entity participated in that effort. Eric Carlsen provided technical assistance for them as well, using the same culvert assessment protocol used by our lead entity. This subsequent inventory meant that all Clallam County Roads, including those with culverts out west emptying into the Pacific Ocean; would be inventoried for fish passage. Their prioritization includes five factors: miles of habitat gain, connectivity (barrier site, barriers up and downstream), intrinsic habitat potential, number of species that use the stream, and current and future stream temperature and flows. The WDFW Fish Passage Inventory, Assessment, and Prioritization Manual Priority Index (PI) uses six factors in their model: proportion of passage improvement, annual adult equivalent production potential per m², habitat gain in m², stock mobility, species condition, and cost. The Priority index was developed to be used in conjunction with their culvert and habitat assessment protocol.

This proposal seeks to tailor established culvert prioritization processes for our area by addressing Technical Team input while also drawing on other prioritization efforts. The proposal is a variation on the PI Index, which multiplies variables and takes the quadratic root which "provides more manageable values and represents a geometric mean of variables used." Priority Scores are calculated for each species that is potentially present in a stream. The Priority Score total value is the sum of individual species Priority Score values. (WDFW Fish Passage Inventory, Assessment, and Prioritization pg. 191).
Priority Score Total = $\sum \sqrt{B \cdot H \cdot M \cdot D \cdot CO}$

"B = Proportion of Passage Improvement

- Proportion of fish run expected to gain access due to the project. This variable gives greater weight to those projects which provide greater passage improvement.
- Derived from the barrier assessment passability estimate (Chapter 3):
0% passable = 1.00 improvement
33% passable = 0.67 improvement
67% passable = 0.33 improvement"
(WDFW Fish Passage Inventory, Assessment, and Prioritization pg. 192)

H= Weighted Lineal Gain by *Gradient*

- Due to the absence of habitat assessments for each site, we propose using a weighted lineal gain by gradient for each species based on which habitat.

- The weights differ by species and come from index curve models from intrinsic potential studies that show the relationship between stream attributes and juvenile fish use. See (Burnett, et al. 2007) for Steelhead & Coho Intrinsic Potential. See (Busch et al. 2011) for Chinook Intrinsic Potential. See (Romey, B. 2017) for pink and chum Intrinsic Potential.

"M = Mobility Modifier

- The mobility modifier gives greater weight to projects that benefit fish stocks which are highly mobile, and therefore subject to geographically diverse recreational and commercial fisheries.
2 = Highly mobile stock. Anadromous species. 12-3
1 = Moderately mobile stock. Resident species."
(WDFW Fish Passage Inventory, Assessment, and Prioritization pg. 192,193)

D= Species Condition Modifier

- This is a variation on the species condition modifier used in the PI index. It uses the 2017 stock status and trends table to assign greater weight to species with critical or depressed statuses.
Critical = 3
Depressed = 2
Not 2 or 3 = 1

CO= Connectivity Modifier

- This variable takes into account barriers downstream, which would limit anadromous habitat gain.
Barriers below = 1
No Barriers below = 2

We propose to *not* include the annual adult equivalent production potential for simplicity and because it is related to the rearing and spawning habitat gain specific to the habitat assessments. The weighted lineal gain by gradient is used in place of the habitat gain in m² since that variable is calculated using habitat assessments. The cost modifier was left out since the majority of the culverts are on county roads. The WDFW cost modifier assigns the following weights: 3= privately owned/ single lane 2= city / county 1= state highway.

Limitations of "H":

The TRG requested that Intrinsic Potential (IP) variables be included in the prioritization process. Intrinsic potential models provide salmon managers the ability to identify stream reaches with the highest potential to provide high quality habitat for salmon by a calculated metric that "reflects species-specific associations between fish use and persistent stream attributes" (Burnett et. al 2007). A study by Burnett et al. developed models for juvenile steelhead & coho in the Coastal Province of Oregon & another study by Romey et al. modelled chum and pink salmon salmon IP in Southeast Alaska, using the stream attributes mean annual stream flow, calibrated valley-width index & channel gradient. A stream habitat rating matrix for Puget Sound steelhead used stream size and gradient to predict habitat potential (Hard et al. 2015); and a study by Busch et al 2013 used channel confinement, width, and gradient as stream attributes used for Chinook salmon IP in Lower Columbia River.

There are three major constraints to this prioritization:

- i. These models were created for regions other than the Olympic Peninsula.
- ii. Only gradient was considered in the prioritization; whereas other stream characteristics like channel confinement, channel width and mean annual stream flow would influence potential in conjunction with gradient. Also, only five gradient categories were considered 0-0.25% (Hard et. al 2013), 0.25-2%, 2-4%, 4-6% & 6-16%. Species use varies dramatically from 4% to 16% gradient habitat.
- iii. Channel width was not considered.

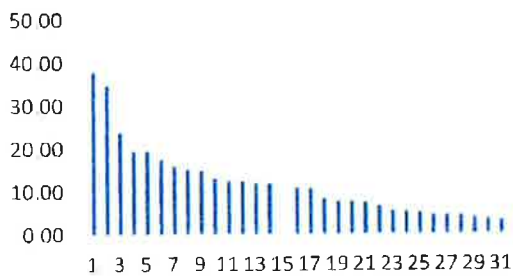
Proposed Intrinsic Potential Weights for % Gradient by Species									
Gradient Range	Sockeye	Chum	Pink	Coho	Sr Cutthroat	Chinook	Steelhead	Cutthroat	Bull Trout
0 to 0.25	N/A	0.625	0.65	0.95	N/A	1	0.5	0.5	N/A
0.25 to 2	N/A	0.8	1	0.775	N/A	1	0.8	0.625	N/A
2 to 4	N/A	0.3	0.675	0.4	N/A	0.525	0.9	0.875	N/A
4 to 6	N/A	0	0.1	0.06	N/A	0.03	0.5	1	N/A
6 to 16	N/A	0	0.00	0	N/A	0	0.02	0.65	N/A

Priorities:

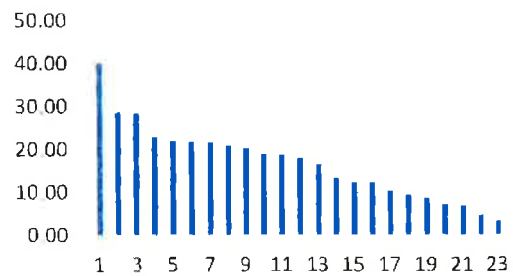
When reviewing the initial WRIA19 prioritization effort, the group decided to break the list into tiers of priorities to account for uncertainties in the data. This tiered approach was used in the Coast Salmon Partnership's prioritization and was adopted for the Hoko watershed culvert prioritization in 2019.

We propose to use natural data breaks to choose tier cut-offs. Inspection of the priority score vs rank graphs below suggest that there are breaks at a score of 30; 20; 15; & 5. Four tiers are proposed. Tier 1 are culverts that scored over 20/ Tier 2 are culverts that scored over 10/ Tier 3 are culverts that scored over 5.

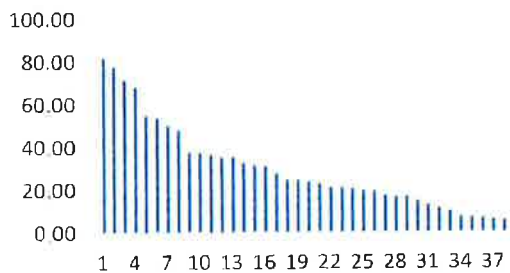
WRIA17 Score vs. Rank



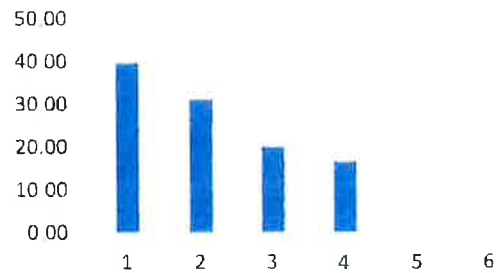
WRIA19E Score vs. Rank



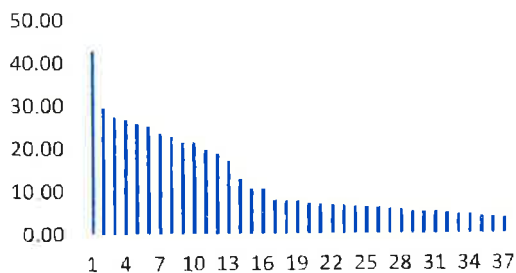
WRIA18E Score vs. Rank



WRIA19W Score vs. Rank



WRIA18W Score vs. Rank



Culverts by WRIA with a priority score value greater than 20

Rank	Culvert ID	Street Name	Stream	Passability (%)	wdfw pi index	Total Barrier Below?	Lineal Gain (mi) of 2% Channel- Potential	Lineal Gain (mi) of 4% Channel - Potential	Lineal Gain (mi) of 16% Channel - Potential	Score
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WRIA17 Culverts

1	80000294	EAST SEQUIM BAY RD	Chicken Coop Ck	33	28.72	N	0.2	1.8	4.3	38
2	80000296	OLD BLYN HWY	Chicken Coop Ck	0	31.58	Y	0.1	1.7	4.3	35
3	80000436	HAPPY VALLEY RD	Johnson Ck Trib	0	16.8	N	0.1	0.4	0.7	24

WRIA18E

1	80000838	LAMAR LN	Matriotti Ck- main	33	-	U	9.7	16.9	18.8	82
2	80000801	CAYS RD	Matriotti Ck- main	33	-	U	6.8	14.0	15.9	78
3	80000840	WARD RD	Matriotti Ck- main	67	-	N	13.0	20.1	22.0	72
4	80000839	LAMAR LN	Matriotti Ck- main	67	-	U	9.6	16.7	18.6	69
5	80000701	SPATH RD	Matriotti Ck- main	67	18.18	U	3.4	6.7	8.6	55
6	80000702	W RUNNION RD	Matriotti Ck- main	67	17.87	U	2.6	6.4	8.3	54
7	80000923	WOODCOCK RD	Hurd Ck	0	-	N	1.6	1.6	1.6	51
8	80000848	SCHMUCK RD	Bell Creek	33	-	U	3.0	4.5	4.9	48
9	80000605	ATTERBERRY RD	Matriotti Ck- main	67	-	U	1.5	3.9	4.8	38
10	80000945	TAYLOR RANCH RD	Cassalery Ck	0	-	U	3.6	3.6	3.6	38
11	80000696	SPATH RD	Owl Ck	67	-	Y	1.3	3.0	3.0	37
12	80000607	FROST RD	Matriotti Ck- main	67	15.68	U	1.5	3.0	3.9	36
13	80000940	JAMESTOWN RD	Cassalery Ck	33	-	U	4.2	4.2	4.2	36
14	80000017	3 CRABS RD	Golden Sands Slough	0	-	N	0.8	0.8	0.8	33
15	80000902	PORT WILLIAMS RD	Gierin Ck	67	-	U	0.9	0.9	0.9	32
16	80000572	TAYLOR CUTOFF RD	Bear Ck	67	-	U	0.5	1.1	4.2	32
17	80000570	TAYLOR CUTOFF RD	Dungeness Side Channel?	33	-	N	0.2	0.2	0.2	28
18	80000596	HOOKE RD	unnamed Trib to Matriotti Ck	0	9.17	Y	0.0	1.6	1.8	25
19	80000695	KITCHEN DICK RD	Owl Ck	33	-	Y	0.7	2.5	2.5	25
20	80000778	WHEELER RD	unnamed trib to Matriotti Ck	33	-	U	1.1	1.1	1.1	24
21	80000534	LOST MT RD	unnamed trib to McDonald Ck	0	-	U	0.2	0.5	0.6	23

22	80000586 HOOKER RD	Bear Ck Trib	33 -	U	0.0	0.2	0.3	22
23	80000786 VISTA VIEW DR	unnamed trib to Matriotti Ck	67 -	U	1.4	1.4	1.4	22
24	80000785 WOODCOCK RD	unnamed trib to Matriotti Ck	67 -	U	1.3	1.3	1.3	21
25	80000650 POLLY PL	Unnamed Trib to McDonald Ck	0	N	0.2	0.2	0.3	20
WRIA18W								
1	80001162 S BAGLEY CREEK RD	Bagley Creek	33 -	U	4.6	9.1	11.9	43
2	80001610 Baskins Rd	Turnwater Creek	33	17.68 U	0.1	2.1	3.2	30
3	80001250 PEARCE RD	EF Lees Cr	33	14.87 Y	1.1	3.3	3.9	28
4	80001021 BLUE MTN RD	Emery Creek/ Siebert	0	12.72 N	0.5	0.9	1.2	27
5	80001040 Gellor Rd	Pederson Creek/ McDonald	0 -	U	0.0	0.7	0.9	26
6	90001171 SHORT RD	Bagley Creek TRIB	33	13 N	0.9	1.0	1.4	25
7	80001617 Black Diamond Road	Turnwater Creek	0	15.11 Y	0.0	1.2	1.5	24
8	80001555 E SCRIVNER RD	White Creek	0	15.17 Y	0.0	0.6	1.8	23
9	80001638 Little River Road	Trib to Little River	0 -	N	0.0	0.0	1.5	22
10	80001029 CONNER RD	Siebert Creek Trib	0	9.47 N	0.0	0.5	0.5	21
WRIA19E								
1	80001859 OXENFORD RD	Colville Ck	33 -	N	4.2	7.7	16.3	40
2	90001755 CAMP HAYDEN ROAD	Kreaman Ck	33 -	N	0.9	1.3	2.3	29
3	80001738 Camp Hayden Road	Kreaman Ck	33 -	N	0.9	1.2	2.3	29
4	80001818 Vert Rd	Salt Ck Trib	33 -	N	0.5	0.7	0.7	23
5	80001730 Crescent Beach Road	Whiskey Ck Trib	33 -	N	0.6	0.9	0.9	22
6	80001902 Dan Kelly Rd	Colville Ck Trib	0	13.62 N	0.0	0.4	1.2	22
7	80001664 Reynolds Rd	Nelson Ck Trib	33 -	N	0.5	0.7	0.7	22
8	80001723 Joyce Piedmont Road	Whiskey Ck EF	0	21.94 Y	0.2	0.7	1.4	21
9	80001720 Joyce Piedmont Road	Whiskey Ck	0	13.96 N	0.0	0.0	1.2	20
WRIA19W*								
1	80001431 Pillar Point Rd	Butler Ck	33	12.75 N	0.3	0.7	2.8	40
2	80001374 SEKIU RIVER RD	Unnamed Tributary to Sekiu R	33 -	N	0.6	0.9	2.1	31
3	90001414 CHARLIE CREEK RD	Unnamed Tributary to Clallam R	0	15.47 Y	0.0	0.3	0.6	20

* Does not include culverts in the Hoko Watershed since that prioritization was done previously and also included habitat assessments.

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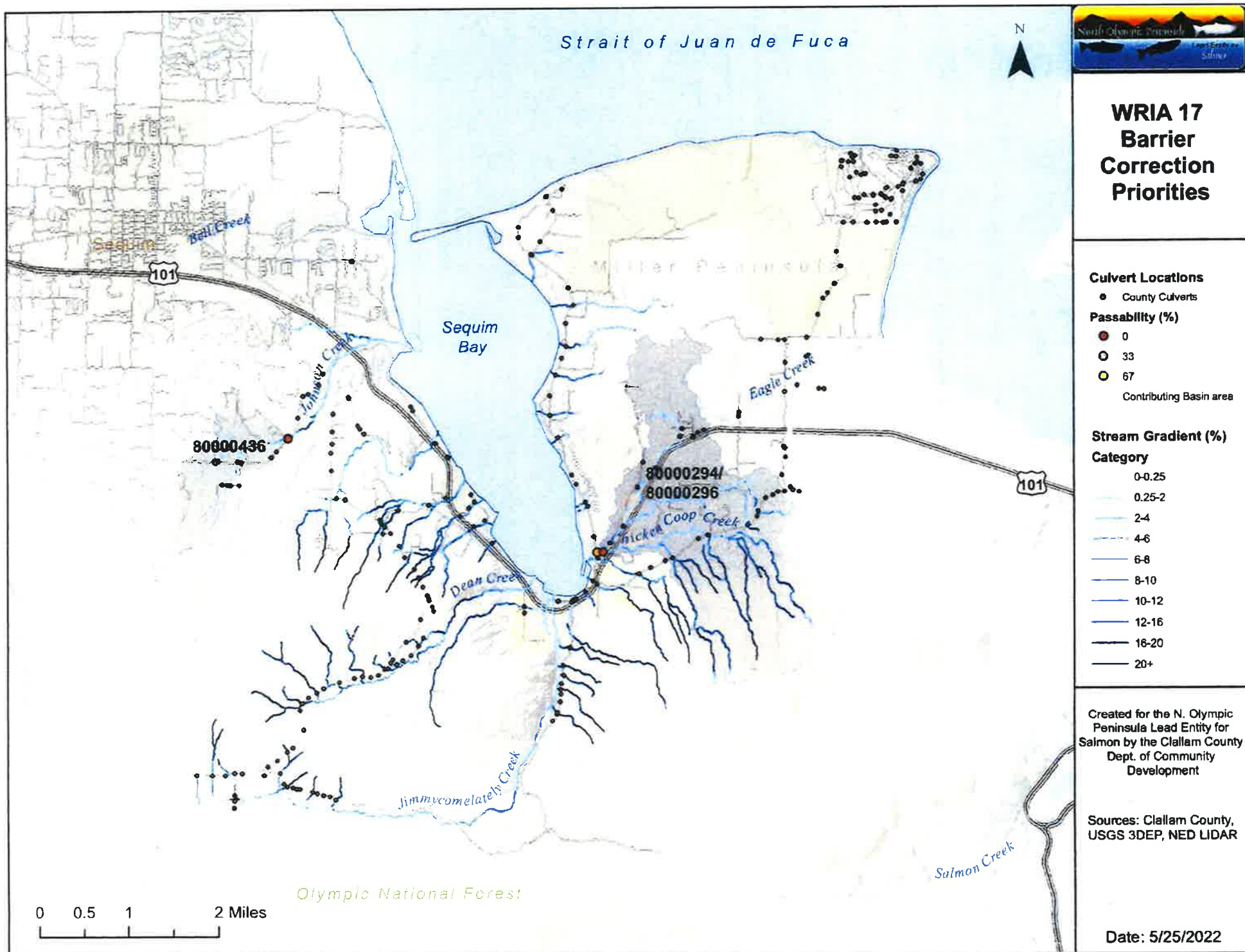
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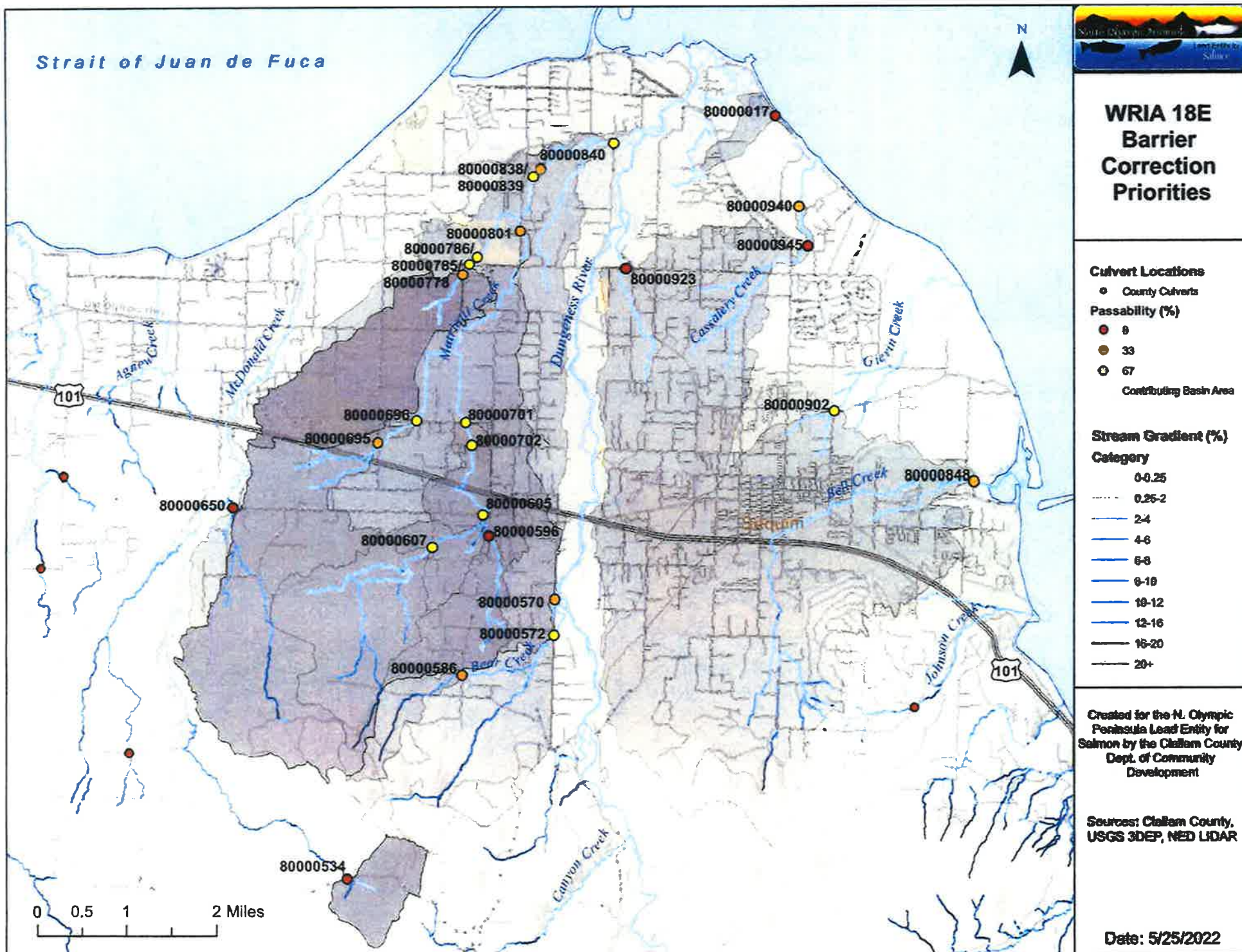
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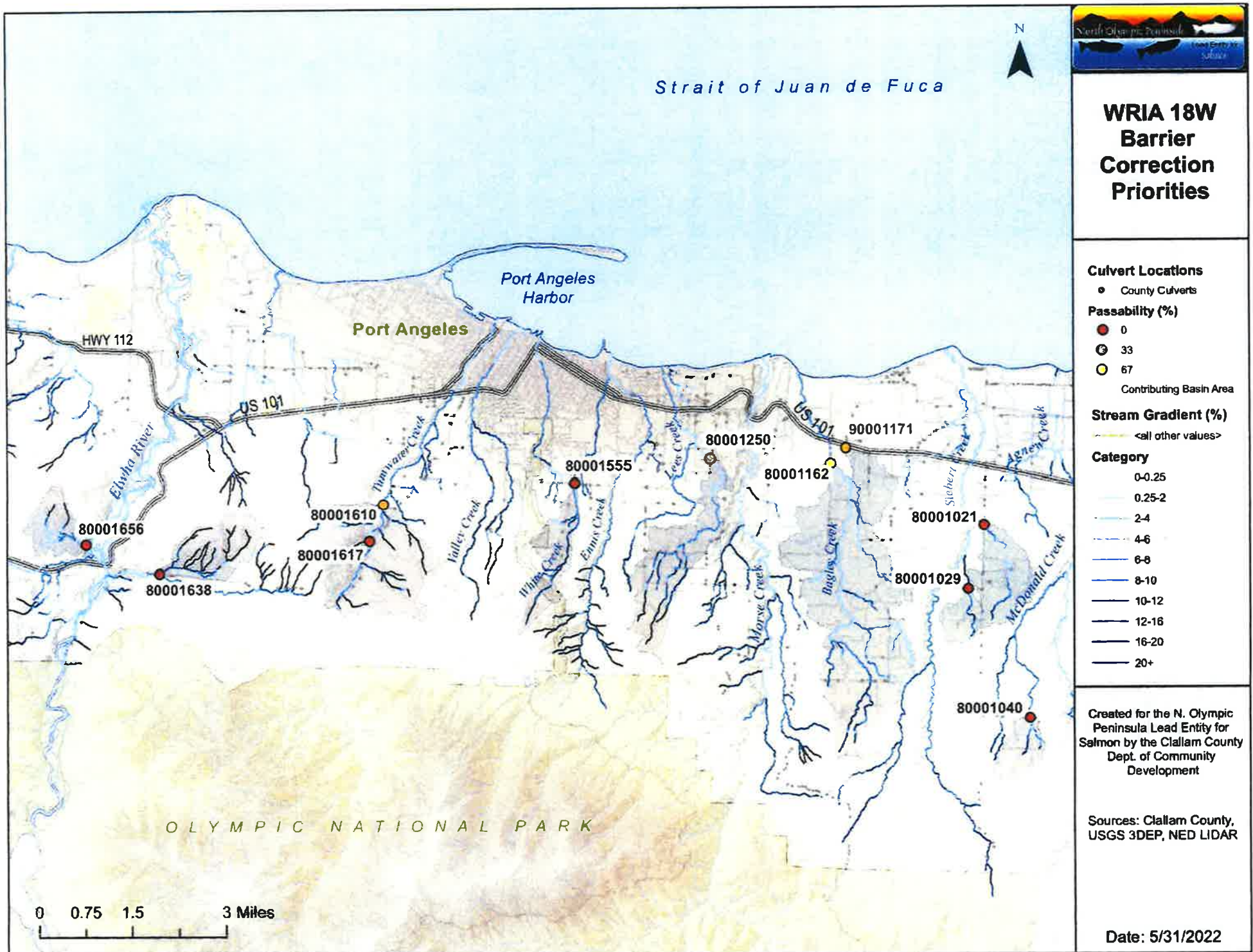
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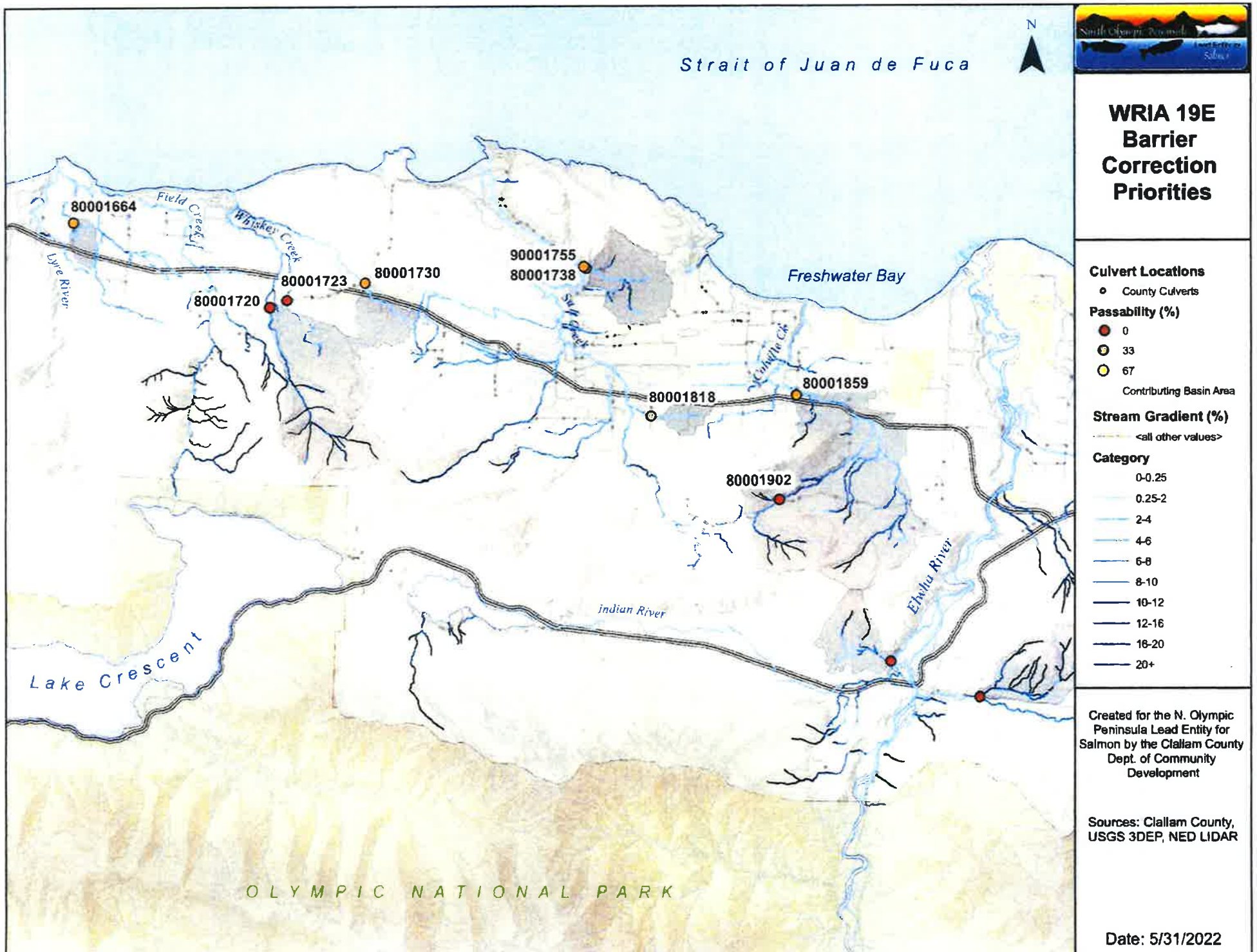
Prepared by Lara Kawal, Clallam County GIS

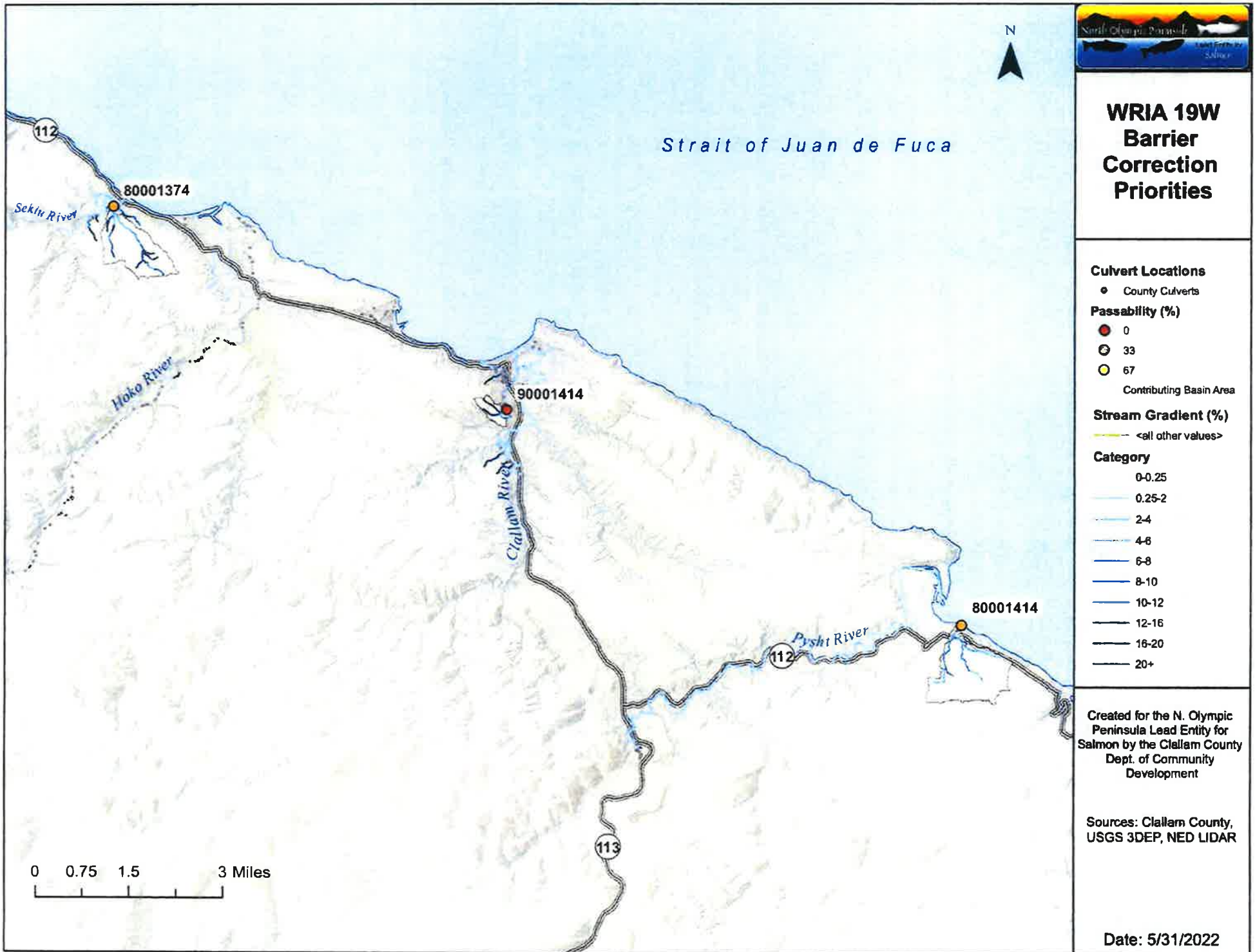
Edits by Cheryl Baumann, North Olympic Lead Entity for Salmon Coordinator











ODell, Jason

From: Gray, Steve
Sent: Thursday, September 4, 2025 12:00 PM
To: Donisi, Joe; ODell, Jason
Cc: Habel, William
Subject: FW: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

FYI. -Steve

From: Wendy Clark <wclark@jamestowntribe.org>
Sent: Thursday, September 4, 2025 10:26 AM
To: Habel, William <William.Habel@clallamcountywa.gov>
Cc: Gray, Steve <steve.gray@clallamcountywa.gov>
Subject: RE: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

Hi Will,

I have a few comments for the draft TIP as the county proceeds into the Planning Commission Review. Firstly, the TAC could see the draft again in October and respond to the Planning Commission comments or lack thereof in terms of non-motorized projects. The CC TIP is rich in non-motorized projects. The TAC should attempt to endorse staff prioritization with the ordered numbering system.

I will walk through comments using the TIP project numbering system:

#2 Is the brief description of this project correct? When the Tribal staff met with County PW, we thought there would be project scope refinement. It seems like the brief description was rolled over from last year. At last year's TIP public hearings, there was local outcry for not accelerating traffic around the corner. Has the neighborhood simmered down with additional knowledge of the refined scope?

#4 Is there a way to move this much needed project up in the schedule? Due to the fragility of the Dungeness River Truss, the Tribe could shut down the ODT at any point in time. The load capacity has been reduced to 100 persons. When the truss is inspected in February 2026, this maximum load number could potentially be reduced again. The detour for the ODT is Old Olympic Highway to Heath Road. As identified, shoulders would enhance safety for the large number of non-motorized users. Please consider moving this project up in the Annual Construction Plan to 2026.

#6 Local TIPs are not required to include planning projects. The SS4A funded Safety Plan is not a PE activity. If State Law does not preclude adding planning studies to a TIP, please add the engineered planning study of the Transportation GMA Element of the updated Comprehensive Plan. Has county staff considered the concurrent processes or will they be performed in parallel? The Tribe has a new ODT planning activity funded by WSDOT in which I have not prepared for Clallam County TIP inclusion. Please advise if this should be a planning only TIP project.

#11 I am not understanding the timing of this paving project. Does it need to drop off the TIP because its done or will the work be performed by others?

#23 Could I please request the definition of **E**. Sequim Bay Road?

#38 We talked this week about moving the \$154k STBG to the Tribe for (WSDOT-LP) transferring to FHWA Tribal Transportation Program (TTP). Will this action be made official if the Commissioners adopt the 2026 TIP with an administrative notation "Delivered by JSKT"?

Thank you for your stewardship of the 6-year TIP. It's always an interesting read and an opportunity to consult with Tribal governments. I most likely will not be attending the public hearings unless the Commissioners request Tribal representation.

Wendy Clark-Getzin, PE
Transportation Program Manager
Jamestown S'Klallam Tribe
(360)681-5622 direct
(360)582-6375 cell
wclark@jamestowntribe.org
991 Old Blyn Highway
Sequim, WA 98382



Jamestown S'Klallam Tribe

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From: Habel, William <William.Habel@clallamcountywa.gov>

Sent: Tuesday, September 2, 2025 11:23 AM

Subject: Request for Comment: Clallam County Six Year (2026-2031) Transportation Improvement Program

THIS IS AN EXTERNAL SENDER OUTSIDE OF THE JAMESTOWN ORGANIZATION. Please PAUSE before you click, open attachments, or respond.

Greetings,

Clallam County is in the process of updating its [Six-Year \(2026-2031\) Transportation Improvement Program \(TIP\)](#). The County's TIP is updated annually pursuant to RCW 36.81.121 and identifies current and planned transportation improvement projects over the next six years for roads, bridges, non-motorized trails (e.g., Olympic Discovery Trail) and other improvements (e.g., culvert replacements) related to County managed transportation facilities. It also serves as the basis for preparing and adopting the County's 2025 Annual Construction Program for transportation improvements.

The County Public Works Department maintains approximately 490-miles of roads and adjacent road corridor, 38 bridges, the Olympic Adventure Trail, and the Olympic Discovery Trail (sections managed by County). The Six Year TIP does not include the annual operation and maintenance of this County-managed transportation system. It also does not include the Department's annual chip seal surface overlay work that is a key pavement maintenance management activity that typically surfaces between 20 to 40 miles of roads throughout the County. Annual operations and maintenance (O/M) of the existing County transportation system represent a

large part of the Public Works Department. Operation and maintenance costs rely on what the County collects to support the transportation system annually from property taxes or receives from state gas taxes. This means that most transportation system improvement projects found in the Six-Year TIP rely on securing outside funding, particularly state and federal grants.

The Draft 2026-2031 TIP contains 42 planned projects or project areas programmed over the next six years. These are projects or project phases (e.g., planning, design, right-of-way acquisition, construction) where funding is “reasonably expected” based on secured/anticipated funding awards (e.g., grants) and other projected funding levels over the next six years. The Draft 2026-2031 TIP also contains 48 planned, unfunded projects (see U1 – U48) that currently don’t have any identified funding. These projects can be programmed (i.e., moved to the planned project list for funding over the next six years) if project funding becomes available.

You can view Draft 2026-2031 TIP and other related information at: [Click Here](#)

For information on the Draft 2026-2031 TIP public meeting and hearing schedule and how to comment: [Click Here](#)

William Habel
Regional Trails & Active Transportation Coordinator
Clallam County Public Works
360-417-2309

ODell, Jason

From: Baumann, Cheryl
Sent: Monday, September 15, 2025 4:32 PM
To: Gray, Steve; ODell, Jason
Cc: Habel, William
Subject: TIP Clarification

Steve, Jason & Will,

Today during our culvert subcommittee meeting today, we discovered a couple of mistakes on the existing TIP that need clarification. On Page 5 of the TIP the following changes are needed:

#24 Hoko-Ozzette Rd (91460) Culvert Replacement at Wright's Creek relating to Culvert 80001279. That culvert is at Mile Post 6.38, and needs to stay on the TIP, but it is NOT at Wright's Creek (which is #26 on the existing TIP) Also note: it says the culvert number is 800001279 (eighty thousand) when it should be 80001279 (8000 precedes the culvert number)

#25 Please delete a 000 in the culvert number so it reads 80001331.

#26 Hoko -Ozette Road (91460) Culvert Replacement (Culvert #800001275) is at Wright's Creek & should be

denoted as such. Also, please remove the extra 0 in the culvert number so it reads 80001275.

#27 Butler Creek Culvert Replacement at Pillar Point County should be identified as County Culvert Inventory Number 80001431 in the first line as above, with a WDFW # 993889 which should also be included.

Thanks for handling those corrections.

In addition, we would like to proposed two county road culverts to the draft TIP. Those include the following:

Sekiu River Road, at MP 0.2
Fish Passage Barrier Number 80001374

Sekiu River Road at MP 0.3
Fish Passage Barrier Number 80001375

Thanks very much. Let me know if you need more information.

Best,

Cheryl Baumann
North Olympic LE for Salmon

Habel, William

From: Gray, Steve
Sent: Tuesday, September 23, 2025 10:15 AM
To: Habel, William; ODell, Jason
Cc: Donisi, Joe
Subject: FW: FW: 6 Year Transportation Improvement Program SEPA Comment Period

TIP Comment

From: Valenzuela, Enrique <Enrique.Valenzuela@clallamcountywa.gov>
Sent: Tuesday, September 23, 2025 8:59 AM
To: Gray, Steve <steve.gray@clallamcountywa.gov>
Subject: FW: FW: 6 Year Transportation Improvement Program SEPA Comment Period

Hello Steve,

Please see the forwarded TIP SEPA comment.

Thank you,
Enrique Valenzuela
Planner 1
Coordinator of Conservation Futures PAB
Clallam County
Dept. of Community Development
223 E. 4th Street, Suite 5
Port Angeles, WA 98362
Ph: 360.417.2271 Fax: 360.417.2443

From: J Kahn <j.kahn@quileutetribe.com>
Sent: Tuesday, September 23, 2025 8:20 AM
To: Valenzuela, Enrique <Enrique.Valenzuela@clallamcountywa.gov>
Cc: Caroline Walls <caroline.walls@quileutetribe.com>
Subject: Re: FW: 6 Year Transportation Improvement Program SEPA Comment Period

You don't often get email from j.kahn@quileutetribe.com. [Learn why this is important](#)

Hello,

I would like to submit the following comment on the Clallam 6-year TIP:

I am happy to see several Culvert and Fish Passage Capital projects in the TIP and would like to extend my support for these projects as Fish Passage Biologist for the Quileute Tribe. Continued investment in fish passage is essential to support the long-term health of our salmon populations and our communities, which depend on them economically and culturally.

I would like to see Clallam County continue to both fund and support externally funded fish passage projects. Additionally, I would like to continue to be included in the design process for fish passage projects which are planned within the Quillayute watershed and broader Quileute U&A, including Lake Ozette. Thank you for your investment in the ongoing and future health of our natural resources.

Thank you for the opportunity to comment.

Sincerely,
J

J Kahn

Fish Passage Biologist

Quileute Natural Resources

Phone: (360)-640-5243

From: Geffre, Anna <ageffre@nwifc.org>

Sent: Tuesday, September 9, 2025 4:27 PM

Subject: Fwd: FW: 6 Year Transportation Improvement Program SEPA Comment Period

Hey all,

I'm passing along the request for comments on the SEPA materials for the Clallam County 2026-2031 Transportation Improvement Program. See below for more information.

Anna Geffre
North Pacific Coast Lead Entity Coordinator
Coastal Watershed Assessment Project Biologist
Northwest Indian Fisheries Commission- Coastal Office
Office: (360) 438-1180 ext. 575
Cell: (360) 764-6691

From: Valenzuela, Enrique <Enrique.Valenzuela@clallamcountywa.gov>

Dear Mr. Tyler and staff,

I am writing in SUPPORT of the plan to realign the Kitchen-Dick Road and Lotzgesell Road curve (2026–2031 TIP Project No. 2). It is several years since I have asked about the project schedule at your DCD counter and submitted one comment to the online Roads contact form (with no reply). Ourselves and other local neighbors have crossed our fingers as we followed the evolution and funding of this project on the Six-Year Transportation Improvement Program and as it has shown upcoming construction. Although this is part of the larger project with important priorities like the complex re-routing off the eroding bluff – the Dungeness National Wildlife Refuge Access Improvements – my letter concerns the realignment of the abrupt 90-degree turn in the road for safety.

I want to make sure you are hearing voices like ours that strongly SUPPORT the county's improvement plans for the corner.

Three board members of our local Blue Ribbon Farms community homeowners' association have been outspoken against this project – either living on the inner curve of the county right of way designated for this road improvement, or due to the inconvenience of the proposed turn west onto Maynard Road while pulling a utility trailer. These board members and their friends/neighbors have been vocal against the change.

As I hope you are fully aware, there are frequent small mishaps off this elevated corner; some are grave and familiar to the sheriff's office but most unreported. There have been three tragic vehicular accidents in the last seven years we are aware of – one fatal in April 2018 and one still in ICU after an accident on August 4. A third occurred in the late evening and the driver continued at speed following the Kitchen Dick alignment, crashing through a picnic table along the way on the way into a marsh.

As a design professional in an associated field, I understand both the harsh realities of the funding process and that are no cookie cutter design solutions.

While some say this is a relatively “safe” corner in terms of road design and that in all of these cases, there were users truly at fault, I would like to voice SUPPORT of the improvement that makes sense for the context.

The straight-shot Kitchen-Dick Road takes people to the 216-acre Clallam County regional park and the popular National Wildlife Refuge with a tight right-hand turn at Lotzgesell Road before the left turn to access the parks. This is a context of many visitors not knowing exactly where they are going and in the confusion we see many veer off the embankment and into the irrigation ditch.

Further, it is hazardous to bicycle around this corner toward the park; road widening on Lotzgesell and speed control measures will improve safety for non-motorized use.

I understand that funding can be swayed by popular sentiment and perhaps by necessity go toward some other large projects. I don't know how individuals voicing opinions can balance with a social-media-type network of comments, but I respectfully request that you address the safety and access issues that this curve re-design addresses.

I appreciate your consideration of my comments.

Best regards,
~ Laura Davis

Laura Davis
464 Greywolf Rd.
Sequim WA 98382

Habel, William

From: Baumann, Cheryl
Sent: Wednesday, September 24, 2025 2:36 PM
To: Gray, Steve; Donisi, Joe; ODell, Jason; Habel, William
Cc: Mahan, Rebecca; Baumann, Cheryl; Emery, Bruce; Havel, Tim
Subject: TIP Proposal for 2 Sekiu Culverts
Attachments: NOPL 2025 TIP Info .docx; Sekiu Culvert Photos.docx; WRIA19W Fish Barrier Correction Map- 80001374_5.pdf

Attached find our response to Steve's request for information about the two culverts in the Sekiu Watershed which we are asking to be added to Clallam County's Transportation Improvement Program (TIP). This follows Steve's request for additional information after we first submitted this request last week.

Just a reminder back to last week's email from me which noted numerical & other clarifications/corrections that need to be made on the existing TIP.

Hope what we are submitting here is helpful. If you need anything else, please let me know. I am most likely out of the office tomorrow (Thurs) & possibly out for significant time on Friday. So please call or text my cell if you need something immediately this week.

Cheryl Baumann
North Olympic Lead Entity for Salmon
Cell: 360-912-4152

2025 NOPLE TIP Info

We are proposing the addition of two new fish passage barrier culverts be added to Clallam County's Transportation Improvement Plan (TIP). Those include the following:

Sekiu River Road, at MP 0.2
Fish Passage Barrier Number 80001374

Sekiu River Road at MP 0.3
Fish Passage Barrier Number 80001375

For the two new identified projects, County please clarify who is proposing? Is it NOPLE or the NOPLE subcommittee?

It is a North Olympic Peninsula Lead Entity for Salmon (NOPLE) proposal. NOPLE's board made the decision previously to seek designation as a priority watershed for culvert corrections in the federally-designated Pysht HUC 10 which includes west end watersheds ending in the Strait including the Hoko, Pysht, Clallam Bay and Sekiu Rivers. The Pysht HUC 10 was selected in its first year of existence by the Brian Abbott Fish Passage Barrier Board as a priority area to fund fish passage projects. There has been successful partnering by NOPLE and project sponsors such as the North Olympic Salmon Coalition, Elwha & Makah Tribes and others with the County for years which has resulted in gaining funding and correcting several passage barriers on County roads. This is part of that ongoing effort.

A NOPLE subcommittee with specialized knowledge of needs in those watersheds updates project prioritization for this priority area. This group includes County staff, two West-End Tribes, WDFW, North Olympic Salmon Coalition and members of NOPLE's technical team including citizens. All culverts or other barrier projects were identified as part of an intensive, multi-year NOPLE field inventory of county road culverts paid for with salmon dollars. This data was tallied and used as part of our culvert prioritization process. Information about this fish passage barrier work can be found at:

<https://srp.rco.wa.gov/Site/180/resources>

In addition, this information was shared with the Washington Department of Fish and Wildlife (WDFW) which includes this data on their public, statewide fish passage barrier map which can be found at: <https://geodataservices.wdfw.wa.gov/hp/fishpassage/index.html>

WDFW also verifies that projects seeking public funding are bona fide fish passage barriers by doing their own field surveys of culverts proposed for funding.

Eric Carlsen was our field manager working with a team for NOPLE's intensive data collection effort. He then trained partners affiliated with the Coast Salmon Partnership which includes the North Pacific Coast Lead Entity (NPCLE) on how to gather the same information on County road culverts with rivers which empty into the Pacific Ocean. In this way, Clallam County ended up with an inventory of road culverts across the entire County paid for with salmon dollars. This has supported efforts by both NOPLE with waterways emptying into the Strait and also NPCLE

and the Coast's Sustainable Salmon Partnership to also gain funding to fix culverts on waterways in Clallam County which empty into the ocean.

While these culvert repairs or replacements are generally talked about as “fish passage projects,” they result in new and upgraded road infrastructure which benefits not only fish migration, but also county residents, the traveling public and the County who gain new road infrastructure, all paid for with salmon restoration funding. This is particularly important when funding to replace road infrastructure is hard to come by which has been the case for a while and has now gotten more challenging. Some of these barrier culverts are in danger of failing, which means they could collapse during storms, resulting in flooding, road washouts and danger to the public. Repair costs for such emergencies tend to be astronomical and typically the County would bear those costs. So there is a multitude of benefits from replacing fish barriers which is planned, strategic and paid for with salmon grant funding.

It is important to note that a final decision has *not* yet been made about which HUC 10 culvert projects will be submitted in January of 2026 to the Brian Abbott Fish Barrier Removal Board. That board has not yet released its Request for Proposals for the 2026 grant round. We are looking at potential submittals, but still in an information gathering stage. At some point during the grant round, the Fish Barrier Removal Board will seek a letter from the Lead Entity regarding support for proposed projects.

We are engaging in the County's Transportation Improvement Plan (TIP) public process. In addition, if any grant is submitted, it will go through the BAFBRB grant vetting process. If they agree to forward any of our projects for funding, that request will go to the WA State Legislature which will consider it for 2027 state legislative funding. If grant funding is approved, an agreement between the project sponsor and the County will come to the Clallam County Commissioners for approval.

We need to have any projects we want to consider seeking funding for on the TIP, hence this proposal.

In addition, Public Works recommends that the following types of information be submitted related to the proposed two projects:

- Project location (include map) See Attached Map.
- Project Need/Rationale Documentation (e.g., need assessment, NOPE ranking, photos, relevant studies, etc...) Culvert 80001374 is a barrier related to depth issues while Culvert 8000 1375 is a barrier due to velocity issues. Photos are attached. Our inventory of county roads was the needs assessment, which is backed up by WDFW field surveys. I am attaching a link for information about each of these culverts here:
<https://geodataservices.wdfw.wa.gov/hp/fishpassage/index.html>
Go to Search & write in 80001374. Do the same for 80001375

- In addition, WDFW staff is currently out on site this week doing habitat surveys in the vicinity of the two proposed Sekiu culverts.
- Summary of any public process to-date related to the proposed culvert project (e.g., NOPE public process) See above write up.
- Can the project be accommodated within existing right-of-way, if known? It does not appear that Clallam County has established Right of Way according to the parcel map, so a survey will probably be needed and work leading to ROW acquisition.
- Estimated Project Phase Costs (design/permitting; right-of-way, construction), as applicable. A rough estimate at this time is that approximately \$300k will be needed for design of each culvert, so a total estimate of \$600k for design. Construction costs derived from design work but a very rough guestimate would be \$2M per culvert.
- Project Funding status (i.e., funded or unfunded) Unfunded at present.
- Requesting any funding support from the County? If Right of Way Work is needed, the costs need to be borne by the County because grant funding is not allowed to be used for such. There is now a match waiver process for grants funded through the Brian Abbott Fish Barrier Removal Board that we believe culverts in western Clallam County will qualify for during the design phase. Match monies will likely be needed for the construction phase. Right of Way work can count towards that.
- Any other information that helps with evaluation of the project? Fixing these two culverts which are part of the Sekiu River watershed are the only remaining fish passage barriers located on that system and it would be good to have that done.

This information helps Public Works to evaluate the new project fish passage culvert improvement requests. It is also helpful to advisory committee and the county commissioners in their review of new projects to the TIP.

Submitted by Cheryl Baumann, Coordinator
North Olympic Lead Entity for Salmon



WRIA19 West Fish Barrier Correction Priorities- Sekiu River

Culvert data Sources: Clallam County, North Olympic Lead Entity for Salmon, Eagleview Imagery

Sekiu Culvert 80001374



Sekiu Culvert 80001375



Habel, William

From: web_Roads
Sent: Tuesday, October 28, 2025 1:29 PM
To: Gray, Steve; Donisi, Joe
Cc: ODell, Jason; Habel, William
Subject: FW: DPRCT

Forwarding onward.

Kim Warren

Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2379

Kim.warren@clallamcountywa.gov



From: Rhonda Joslyn <rhondajoslyn@gmail.com>
Sent: Tuesday, October 28, 2025 1:21 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: DPRCT

You don't often get email from rhondajoslyn@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,
Rhonda Joslyn
Diamond Point Neighbor

Habel, William

From: web_Roads
Sent: Tuesday, October 28, 2025 1:29 PM
To: Gray, Steve; Donisi, Joe
Cc: ODell, Jason; Habel, William
Subject: FW: Add this to the TIP list of projects

Forwarding onward.

Kim Warren

Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2379

Kim.warren@clallamcountywa.gov



From: Hugh Joslyn <hughjoslyn@gmail.com>
Sent: Tuesday, October 28, 2025 1:07 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects

You don't often get email from hughjoslyn@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Hugh Joslyn

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 4:12 PM
To: Habel, William
Subject: FW: Add this to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Joanne McCoy <joanne.mccoy@gmail.com>
Sent: Monday, October 27, 2025 4:09 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects

You don't often get email from joanne.mccoy@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity. Numerous times I have observed close encounters between cyclists and autos! I would hate to see a fatality when a trail would solve such traffic issue such as this.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Joanne McCoy
Diamond Point Resident

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 12:11 PM
To: Habel, William
Subject: FW: Add this to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: ian@iansride.com <ian@iansride.com>
Sent: Monday, October 27, 2025 11:27 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Ian Mackay
Executive Director of Ian's Ride
360-808-6588
www.iansride.com

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 12:11 PM
To: Habel, William
Subject: FW:

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Lida Morgenroth <lmorgenroth@gmail.com>
Sent: Monday, October 27, 2025 11:17 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject:

You don't often get email from lmorgenroth@gmail.com. [Learn why this is important](#)

please add this to the TIP list of projects

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Lida Morgenroth
Diamond Point RV Resort

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Please add this to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Maggie Edwards <time2live@att.net>
Sent: Saturday, October 25, 2025 5:35 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Please add this to the TIP list of projects

You don't often get email from time2live@att.net. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my **strong** support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

I bought a home in the Diamond Point area this year and thoroughly enjoy the access to Miller Peninsula State Park as well as the ODT as a walker, runner, and a cyclist. However, in all of those instances I am required to spend time on Diamond Point Road as a pedestrian despite the fact that I realize it is not a safe place for pedestrians. Hearing that other residents also saw a need for a designated shared-use trail was extremely good news to me.

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Please add this to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Joanne LaBaw <joanne.labaw@gmail.com>
Sent: Saturday, October 25, 2025 8:31 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Please add this to the TIP list of projects

You don't often get email from joanne.labaw@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

We are writing to express our strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity. As avid recreationists, we believe this trail will be a positive asset to the Diamond Point Community. Diamond Road has no shoulders and is currently very hazardous to cyclists as well as walkers. It is only a matter of time before somebody gets seriously hurt or even worse.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Joanne LaBaw and Frank Pupava
Diamond Point

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Diamond Point Road Community Trail

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Warren J Wilson <gowajo@gmail.com>
Sent: Sunday, October 26, 2025 12:36 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Diamond Point Road Community Trail

You don't often get email from gowajo@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Warren Wilson
294 Heron Hill Road
Sequim, WA 98283
(email) gowajo@gmail.com
(cell) 818.858.2461

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Please add to TIP project list :)

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Cindy Wilson <cindy.a.wilson57@gmail.com>
Sent: Sunday, October 26, 2025 1:30 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Please add to TIP project list :)

You don't often get email from cindy.a.wilson57@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Cindy Wilson
cindy.a.wilson57@gmail.com

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Diamond Point Trail

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Adelle Ulner <Ulnera@pacbell.net>
Sent: Sunday, October 26, 2025 1:42 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Diamond Point Trail

You don't often get email from ulnera@pacbell.net. [Learn why this is important](#)

Dear Mr. O'Dell, Clallam Co. Commissioners & Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point/Gardiner communities have shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this initiative. I appreciate your work in making our communities a safer and more enjoyable area.

Sincerely,

Adelle Ulner
1452 Gardiner Beach Rd.
Sequim, WA 98382-8712

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Add this to the TIP list of projects, please!

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Sara Tetreault <sjtetreault@gmail.com>
Sent: Sunday, October 26, 2025 5:13 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects, please!

 You don't often get email from sjtetreault@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the Diamond Point Road Community Trail (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding. There is overwhelming support!

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,
Sara Tetreault
503-432-5179 cell

[Sara Tetreault](#)

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:13 AM
To: Habel, William
Subject: FW: Please add this to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Brad Tetreault <brtetreault@gmail.com>
Sent: Sunday, October 26, 2025 7:12 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Please add this to the TIP list of projects

 You don't often get email from brtetreault@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Bradley Tetreault
503-236-3530 cell

Brad Tetreault

Habel, William

From: web_Roads
Sent: Monday, October 27, 2025 8:12 AM
To: Habel, William
Subject: FW: DPRCT Support

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Nancy Swenson <nurkswenson@gmail.com>
Sent: Sunday, October 26, 2025 10:31 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: DPRCT Support

You don't often get email from nurkswenson@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Nancy Swenson
Diamond Point resident
320-766-2283

Sent from my iPhone

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:06 AM
To: Habel, William
Subject: FW: Add this to the TIP list of projects, please!

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Steve Guttormson <sguttormson@gmail.com>
Sent: Monday, November 3, 2025 7:25 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects, please!

You don't often get email from sguttormson@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026 - 2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Steve Guttormson
115 Discovery View Dr
Sequim, WA 98382
Ph: 218-770-7274

Sent from Steve's iPhone

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:06 AM
To: Habel, William
Subject: FW: Add diamond point to the TIP list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Megan Black <megan@waterjelly.com>
Sent: Monday, November 3, 2025 4:38 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add diamond point to the TIP list of projects

You don't often get email from megan@waterjelly.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026 - 2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Also, with the recent utility line undergrounding, installation is cheaper and easier than it will ever be going forward. Some gravel now is allestablishing a trail would take in the interim before doing an extensive paving project.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,
Megan Black
160 N Diamond Shore LN
Sequim WA 98382

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:06 AM
To: Habel, William
Subject: FW: Add this to the TIP list of projects, please!

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Garret Marlantes <marlantes.garret@gmail.com>
Sent: Sunday, November 2, 2025 8:14 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects, please!

You don't often get email from marlantes.garret@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the Diamond Point Road Community Trail (DPRCT) as an unfunded project in Clallam County's 2026 - 2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Garret Marlantes
480 Diamond Pt Rd, Sequim WA
564-204-9794

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:06 AM
To: Habel, William
Subject: FW: Add this to the TIP list of projects, please!

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Aimee Pearce <aimeepearce@gmail.com>
Sent: Sunday, November 2, 2025 7:04 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects, please!

You don't often get email from aimeepearce@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the Diamond Point Road Community Trail (DPRCT) as an unfunded project in Clallam County's 2026 - 2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Aimee Pearce
480 Diamond Point Rd, Sequim, WA 98382

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:06 AM
To: Habel, William
Subject: FW: Diamond point

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: teena elcaminomanufacturing.com <teena@elcaminomanufacturing.com>
Sent: Sunday, November 2, 2025 4:41 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Diamond point

You don't often get email from teena@elcaminomanufacturing.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail** (DPRCT) as an unfunded project in Clallam County's 2026 - 2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,
Teena Woodward

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:05 AM
To: Habel, William
Subject: FW: Please add Diamond Point Road Community Trail to your list of projects

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Jack Bochsler <jbochsler@gmail.com>
Sent: Sunday, November 2, 2025 4:25 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Please add Diamond Point Road Community Trail to your list of projects

You don't often get email from jbochsler@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff:

I travel Diamond Point Road (DPR) daily by motorized vehicle and frequently encounter bicycles attempting to get to the ODT along the way. For most of the route DPR has zero shoulder and has many blind spots. I used to bicycle commute ~8,000 miles a year to/from work, and for safety reasons, there is no way that I would consider cycling DPR.

We need a multipurpose/shared trail from Diamond Point to ODT for community as well as safety reasons. Please support our community before something tragic happens.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Jack Bochsler
40 Fleming Dr, Sequim, WA 98382
619-602-6293

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 8:04 AM
To: Habel, William
Subject: FW: Support for Inclusion of the Diamond Point Road Community Trail in the 2026–2031 TIP

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

-----Original Message-----

From: CC <hqnorad@gmail.com>
Sent: Sunday, November 2, 2025 9:02 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Support for Inclusion of the Diamond Point Road Community Trail in the 2026–2031 TIP

You don't often get email from hqnorad@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for the inclusion of the Diamond Point Road Community Trail (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide significant safety, health, and community benefits. The current roadway serves a growing number of residents, pedestrians, cyclists, and local visitors, yet it lacks safe infrastructure for non-motorized travel. With limited shoulders, increasing traffic, and higher vehicle speeds, many residents are currently forced to walk or ride in unsafe conditions. Establishing a dedicated, multi-use trail would reduce conflicts between vehicles and pedestrians, prevent potential accidents, and create a safer environment for everyone.

Beyond safety, this project supports the County's goals for sustainable transportation and active living. The Diamond Point community is home to a mix of families, retirees, and outdoor enthusiasts who regularly walk, run, or bike. A trail would promote healthy lifestyles, connect neighbors, and strengthen the sense of community. It would also serve as an

appealing recreational asset for visitors, supporting local tourism and property values—both important to the county’s long-term economic vitality.

Adding the DPRCT to the TIP, even as an unfunded project, represents an essential step in the planning process. It signals County recognition of community priorities and allows Clallam County to pursue state, federal, and grant-based funding opportunities that require inclusion in the TIP before eligibility.

The Diamond Point community has demonstrated clear interest and commitment to this initiative. Including it now lays the groundwork for future collaboration between residents, the County, and potential funding partners to turn this vision into reality.

Thank you for your continued work in improving safety, accessibility, and quality of life across Clallam County. Your support for this project would make a lasting difference for both residents and visitors alike.

Sincerely,

Chapple family,

3724 Diamond Point Rd, Sequim.

Habel, William

From: web_Roads
Sent: Monday, November 3, 2025 11:47 AM
To: Habel, William
Subject: FW: Add the Diamond Point Road Community Trail to the TIP list

Bryce Winters
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2310
bryce.winters@clallamcountywa.gov

From: Kevin Hawley <khawley@gmail.com>
Sent: Monday, November 3, 2025 10:52 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add the Diamond Point Road Community Trail to the TIP list

You don't often get email from khawley@gmail.com. [Learn why this is important](#)

Please add the community trail to the TIP list. Diamond Point is isolated by Miller Park and the only way to access outside riding areas is by the narrow blind curve Diamond Point road.

Please provide our community with a safe off road trail.

Thank you

Kevin Hawley
263 Discovery View Drive
Squim

-----Original Message-----

From: zHRPRO <web_pro@clallamcountywa.gov>

Sent: Monday, November 3, 2025 10:27 AM

To: Laura Friess <lq1026@icloud.com>; zHRPRO <web_pro@clallamcountywa.gov>

Cc: Crawford, Donald <Donald.Crawford@clallamcountywa.gov>

Subject: RE: Diamond Point road trail

Laura -

I am forwarding your email to Don Crawford, Director of Parks, Fair & Facilities. It does not appear that your email was asking for any public records, which is what my office handles.

Don - Please see below concerns from Laura.

Thank you,

Jennifer Lindquist

Deputy Public Records Officer

Clallam County

223 East 4th Street

Port Angeles, WA 98362

Phone: 360-417-2234

Jennifer.Lindquist@clallamcountywa.gov

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.clallamcountywa.gov%2F&data=05%7C02%7CDonald.Crawford%40clallamcountywa.gov%7C437d2d3293ec494a7fb508de1b069e3d%7Cc065de0bacb04822b9683e84b9d37980%7C0%7C0%7C638977912418451073%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIiIlAiOiJXaW4zMlslkFOljoitWVpbGlzIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=UJY9XSbLQrLxtYf7k5C2vFUkeMfh1W6PTrtTIBqgSEA%3D&reserved=0>

Public Records Act Notice: This email and any responses to it may be subject to public disclosure under Washington's Public Records Act, RCW 42.56

-----Original Message-----

From: Laura Friess <lq1026@icloud.com>

Sent: Sunday, November 2, 2025 10:09 AM

To: zHRPRO <web_pro@clallamcountywa.gov>

Subject: Diamond Point road trail

[You don't often get email from lq1026@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello, I'm a resident of Diamond Point and am aware that a subset of community members led by a person names Sara Teague have requested consideration of a paved trail alongside Diamond Point road through part of the Diamond Point community. I opposed this idea in a post Sara placed on Nextdoor. I also signed up for her supposed email updates as to her plan to move forward.

I want to be on the record as strongly opposing this plan coming through the Diamond Point community. This is a private community that would be severely impacted once the Miller Peninsula State Park is developed. Further, Sara indicated

that the trail would be restricted from golf cart and ATV traffic yet residents have responded that they would use the trail with their golf carts and ATVs. My questions about who would enforce Sara's rules have gone unanswered.
Sent from my iPad

Habel, William

From: web_Roads
Sent: Thursday, October 30, 2025 1:46 PM
To: Gray, Steve; Donisi, Joe; ODell, Jason; Habel, William
Subject: FW: Add this to the TIP list of projects

Forwarding on to you

Kim Warren
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2379
Kim.warren@clallamcountywa.gov

-----Original Message-----

From: Eric Whitfield <contact_eric_w@hotmail.com>
Sent: Thursday, October 30, 2025 1:10 PM
To: web_Roads <web_Roads@clallamcountywa.gov>
Cc: Eric Whitfield <contact_eric_w@hotmail.com>
Subject: Add this to the TIP list of projects

You don't often get email from contact_eric_w@hotmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

Dear Commissioners and Public Works Staff,

I want express my earnest support for including the Diamond Point Road Community Trail (DPRCT) as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).
Currently, Diamond Point Road with its narrow shoulders and many blind curves is unsuitable for non-vehicular traffic. A shared-use trail along Diamond Point Road would provide important safety and community benefits.

Adding a trail would be an important link that would provide safe passage for pedestrians, cyclists and equestrians to access to the ODT network of trails in the area. It would also facilitate access to the Miller Peninsula State Park trail system for residents of Diamond Point as well as for those connecting from the ODT. The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Eric Whitfield
3736 Diamond Point Road
Contact_eric_w@AT>hotmail.com
8183974956

Habel, William

From: web_Roads
Sent: Thursday, October 30, 2025 8:28 AM
To: Gray, Steve; Donisi, Joe; ODell, Jason; Habel, William
Subject: FW: Add this to the TIP list of projects

Forwarding this on.

Kim Warren

Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
360-417-2379

Kim.warren@clallamcountywa.gov



From: Rhondi <idnohr@gmail.com>
Sent: Thursday, October 30, 2025 7:19 AM
To: web_Roads <web_Roads@clallamcountywa.gov>
Subject: Add this to the TIP list of projects

You don't often get email from idnohr@gmail.com. [Learn why this is important](#)

Dear Commissioners and Public Works Staff,

I am writing to express my strong support for including the **Diamond Point Road Community Trail (DPRCT)** as an unfunded project in Clallam County's 2026–2031 Transportation Improvement Plan (TIP).

A shared-use trail along Diamond Point Road would provide important safety and community benefits. The road currently serves a growing number of pedestrians, cyclists, and drivers, yet lacks a safe space for people to walk, run, or ride. A dedicated trail would make the area safer for all users while supporting outdoor recreation, healthy lifestyles, and neighborhood connectivity.

The Diamond Point community has shown clear interest in this project, and adding it to the TIP is an essential first step in planning and pursuing future funding.

Thank you for considering this important community initiative. I appreciate your work in making Clallam County a safer and more connected place to live.

Sincerely,

Rhondi Smith
Sent from my iPhone

ODell, Jason

From: Ed B. <yellowbanks@hotmail.com>
Sent: Monday, November 3, 2025 1:44 PM
To: ODell, Jason
Cc: Donisi, Joe
Subject: 6yr TIP Public Comment 2025 Ozette Road
Attachments: 3 NOV 2025 6yrTIP Comment EB.pdf; Clallam Bay-Sekiu Strategic Eco Dev Plan pg1.pdf

Here's my one pager, not enough time to put details but this should help get the topic on the radar. I attached the cover page of the 1997 document too, where the county made this a priority.

Ed Bowen

PO Box 111
Clallam Bay, WA 98326

3 NOV 2025

Clallam County

Subject: 2025 County Road Department 6 Year TIP Public Comment-New Road

I request an addition to the county 6 year Transportation Improvement Program be added to the "Unfunded" section of the 2025 approved version of the TIP.

The most northwestern region of the county has a very limited option for both public and the citizens when the current road system is built that only allows one way in and one way out; and time has proven that version is not a reliable option for the degradation that has occurred to address the increasing number of landslides and flood events.

A road needs to be designated and improved to access the "Neah Bay to Forks" reach of the county, to not solely depend on Highway 112 and the Hoko-Ozette Road to be the only ungated method open to the public. For both common and commercial traffic, the National Park Service that is designated wilderness that precludes an option along the Pacific coast, and for the rising number of emergencies that occur and likely to occur with a major catastrophic event.

Currently a forest industry route the "Ozette Mainline" allows a limited capability from the Makah Reservation to the Quillayute Prairie, but is gated throughout with multiple owners, and road conditions that may not facilitate safe travel for the public. This route, and one that relies on a more complicated pathway to Lake Pleasant (Hwy 101), should be evaluated to determine if this may be the best solution if improvements, right of ways could be accomplished to establish a public highway (Federal, State, or County).

Recommend a funded engineering evaluation be the initial stage for the Hoko-Ozette to Quillayute Prairie segment of the Ozette Mainline, and/or the Swan Bay Road-DNR5800-5000 as an alternative plausible pathway.

The county made this need a priority in its Dec 1997 Strategic Economic Development Plan.

Please include this at least on the unfunded portion of the TIP to at least get the message of the need in to the conversation on how this county is improving its transportation program.

Regards,

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

Clallam Bay/Sekiu

Strategic Economic Development Plan

**Adopted by the Clallam Bay Community Council
December 16, 1997**

**Adopted by the Clallam County Commissioners
December 16, 1997**

**Assisted by
Northwest Small Cities Services
4569 Purdue Ave. N.E.
Seattle, WA 98105**

**This plan was financed by a grant from the
United States Department of Agriculture/Forest Service/Pacific Northwest Region.
Funding was through the Northwest Economic Adjustment Initiative,
as part of the Northwest Forest Plan.**

Public Hearing
TIP 340
Ed Bowen 11/4/25
3 NOV 2025

Clallam County

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The county made this need a priority in its Dec 1997 Strategic Economic Development Plan.

Please include this at least on the unfunded portion of the TIP to at least get the message of the need in to the conversation on how this county is improving its transportation program.

Regards,


Ed Bowen

P.O. Box 111

Clallam Bay, WA 98326

Neah Bay - Fortes Rd

Clallam Bay/Seki Strategic Economic Development Plan

**Adopted by the Clallam Bay Community Council
December 16, 1997**

**Adopted by the Clallam County Commissioners
December 16, 1997**

**Assisted by
Northwest Small Cities Services
4569 Purdue Ave. N.E.
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Summary of Conclusions and Recommendations

This report is based on the review of thirty-eight possible capital projects by Clallam Bay and Sekiu residents and business owners at three well advertised and well attended public meetings in the community. Three projects emerged as top priorities:

- the Community Center in Sekiu,
- the entry and parking areas of the Clallam Bay Beach Park, improved access to the river and spit area and acquisition and improvements to the Coast Guard property to permit the installation of a Maritime Museum, and
- construction of a highway between Neah Bay and Lake Ozette.

Project Background

This strategic economic development planning project is the latest in a series of plans in recent years for the Clallam Bay/Sekiu area. In 1995, the "Straits Regional Comprehensive Plan" was adopted for the area. It included ideas for a number of projects, but did not include a capital facilities plan *per se*. Also in 1995, Clallam County adopted a "Clallam County Parks Master Plan". It included a number of parks capital projects in and around Clallam Bay/Sekiu, but neither priced them nor prioritized them. Finally, in 1996 the County Commissioners selected Northwest Small Cities Services to spend several days in the subject area, discussing projects with local business people and residents. More projects were added to the previous lists, again without an attempt to cost them out or to prioritize them.

In early 1997, the Clallam County Commissioners submitted an application to the U.S. Forest Service for financial assistance to help the community and the commissioners sort out and prioritize the thirty-eight projects that had emerged from the planning processes cited above. This application went through the WA-CERT project proposal process and was funded. The Clallam County Commissioners created and then appointed the members of a local Community Council and this Council selected Jack Collins and Northwest Small Cities Services to fulfill the objectives of the grant. This report is one result.

Community Meetings

Northwest Small Cities Services first met with the Clallam Bay Community Council at the Breakwater Inn on September 18. The Council adopted a detailed scope of work and an ambitious schedule because they wanted to submit projects by early December to the County for adoption. The County had established a mid-December deadline for reprioritizing all of the projects to be forwarded through the WA-CERT project proposal process to the appropriate federal and state agencies for funding.

Source of Possible Funding

Community Development Block Grant
State Parks and Recreation Commission
Interagency Committee for Outdoor Recreation

(ed. the CBCC letter suggests that a possible source of funding for the park project is the Aquatic Lands Enhancement Account in the Washington Department of Natural Resources.)

Priority Recommendation: High, especially Phase One

Loop Road from Neah Bay to Ozette

Project Description

This road would be constructed from Neah Bay in the northwest corner of Clallam County (and Washington) southerly along the coastal corridor to Lake Ozette. The purpose of the road would be to provide a second access to Neah Bay and the Hoko/Lake Ozette area. It would complete the third side of a triangular loop with roads between Ozette and Sekiu and between Sekiu and Neah Bay. It would significantly improve emergency access for police, fire, power and road services and would greatly improved circulation for community residents, businesses and the general public. It is considered crucial for economic development of the area.

In preliminary plans developed several years ago, cost estimates and a schedule were developed for an eighteen mile road, about one-third of which would be on Makah tribal land.. A 60' right-of-way would need to be acquired. Construction costs for a 28'-34' paved width, low speed, rural access road were estimated at \$10 - 12 million. By building the road in existing logging road corridors, environmental impacts will be reduced and the scenic nature of the area enhanced. The Tribe is very supportive of construction of this road and participated in the discussions several years ago when Commissioner Phil Kitchel led an effort to get the project planned and funded.

In recent years, the Tribe has purchased 2,000 acres south of the existing reservation for the purposes of expansion of the reservation. Assuming the Tribe continues to favor the new road, this purchase will make acquisition of right-of-way somewhat easier. Alan Ostensen advised that he will discuss the proposed road with the current Tribal Chair and Council to determine their current position. He noted that although most of the tribal members favored the road several years ago, there are a number of tribal members who oppose the noise and invasion of tourists that would accompany the construction of the proposed road.

Cost Estimate

The fact sheet developed three years ago estimated cost for acquiring right-of way for this project at \$1-2 million. Cost for construction of the road with the geometry as described above were estimated at \$10-12 million.

Sources of Possible Funding

Washington Department of Transportation, U. S. Department of Transportation, U. S. Bureau of Indian Affairs, Clallam County

Priority Recommendation: High

Interviews: Fleener, Darrin - Economic Development Director, City of Forks
Hauff, Steve - Director of Public Works, Clallam County
Johnson, Pat, Office of the Regional Director
Ostensen, Alan - Director of Planning, Makah Tribe
Probart, Ashley - Regional Transportation Planner, WA Dept. of Transportation
Rolland, Richard - former Director of Planning, Makah Tribe

Secondary Projects

Ferry between Neah Bay or Clallam Bay and Port Renfrew (Vancouver Island)

Project Description

This proposed ferry service is viewed by participants as a valuable economic development transportation link that would serve both the residents and businesses of the western part of Clallam County. It would provide a shorter and therefore less expensive trip from and to western Washington and Vancouver Island. It would be an especially big help to businesses located at each of the proposed terminals.

The chief planning official of the ferry system expressed the firm opinion that as long as a private company is willing to provide ferry service across the Strait of Juan de Fuca, the State of Washington would not be interested in competing with it. The fear is that if the private company were to go out of business, the state would have to provide the service, something the state wants very much to avoid.

Each recent session of the Washington Legislature has included the Marine Transportation Division struggling to convince legislators from areas of the state that gain no benefit from the ferries that the subsidies from state general funds for current services are necessary. Justifying new ferries to replace old and no longer efficient ferries is at best a difficult chore.

TIP #

18.5mp culvert

Developing Designs to Restore Fluvial Processes for Lake

Ozette (WA)

Grantee: Wild Salmon Center

Grant Amount: \$323,000

Matching Funds: \$7,500

Total Project Amount: \$330,500

Develop engineering designs to restore fluvial processes and improve climate resilience for critical sockeye salmon habitat in Lake Ozette, Washington. The project will result in 60 percent designs and permitting requirements for the removal of an abandoned railroad segment and replacement of a fish barrier culvert, restoring access to 1 mile of stream and floodplain habitat



Washington Department of Fish and Wildlife

Fish Passage & Diversion Screening Inventory Database Report Cover Sheet

The following report is extracted from the Washington Department of Fish and Wildlife's (WDFW) Fish Passage and Diversion Screening Inventory Database (FPDSI). WDFW makes every attempt to keep these reports in sync with FPDSI; however, the dynamic nature of the data and workflows associated with maintaining the database may result in short-term differences.

Users are encouraged to contact WDFW to discuss appropriate use of the data and how we can assist with fish passage barrier removal or inventory. Please visit the Fish Passage web site for contact information at: <https://wdfw.wa.gov/species-habitats/habitat-recovery/fish-passage/about>

Disclaimers:

- Data presented here represent a snapshot observation of conditions in a dynamic environment that is subject to change. Fish passage data are also collected from a variety of agencies and sources. Therefore, WDFW makes no guarantee concerning the data's content, accuracy, completeness, or the results obtained from use of the data. WDFW assumes no liability for the data represented here.
- These data are not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife.
- Note that some fish passage features, habitats or species may occur in areas not currently known to the WDFW Fish Passage division, and may not be reflected in this database. A lack of data does not necessarily indicate that a feature, habitat, or species are not present.
- Unauthorized attempts to alter or modify these data are strictly prohibited.
- Bankfull width measurements included in these reports should not be used for fish passage crossing design. They are solely for assessment purposes.
- The barrier status reported in this document is based on the swimming abilities of adult salmonids. Passabilities are a qualitative value, and should not be interpreted as a quantitative calculation. Please see page 1-4 of the Fish Passage Inventory, Assessment and Prioritization Manual for further clarification: <https://wdfw.wa.gov/publications/02061>
- EXIF data presented with Image Reports may be erroneous due to camera battery failures and resetting of camera clock functions.

Abbreviations:

Most abbreviations in this report are defined in the Quick Reference Tables of the Fish Passage Inventory, Assessment, and Prioritization Manual. Additional commonly used abbreviations are defined as follows:

NFB = no potential salmonid use, **BB** = both banks, **LB** = left bank looking downstream, **RB** = right bank looking downstream, **US** or **U/S** = upstream, **DS** or **D/S** = downstream, **WSDrop** = water surface drop, **BFW** = bankfull width, **OHW** = ordinary high water, **SLW** = scour line width, **CMP** = corrugated metal pipe, **Q_{fp}** = fish passage flow, **V&D** = Velocity and Depth, **ROW** = Right of Way

The FPDSI database often uses default values such as '-99.99' or '-999' to represent null values.

WDFW Fish Passage and Diversion Screening Inventory Database

Site Description Report

Site ID 20800150

Project

☐ Mitigated

Geographic Coordinates

Latitude (WGS 84): 48.13489
Longitude (WGS 84): -124.62183
East (NAD 83 HARN): 634,062.7
North (NAD 83 HARN): 1,048,090.8

Waterbody

Stream: unnamed
Tributary To: Umbrella Cr
WRIA: 20
River Mile: -999.99
Fish Use Potential: Unknown
FUP Criteria: Physical

General Location

Road Name: Hoko Ozette Rd
Mile Post: -999.99
County: Clallam
WDFW Region: 6

Owner

Type: County
Name: Clallam County

PI Species

☐ Sockeye ☐ Chinook ☐ Sea Run Cutthroat
☐ Pink ☐ Coho ☐ Resident Trout
☐ Chum ☐ Steelhead ☐ Bull Trout

Associated Features

☒ Culvert ☐ Dam ☐ Natural Barrier ☐ Diversion
☐ Non-Culvert Xing ☐ Other ☐ Fishway

Location/Directions

Site Comments

11/20/2021

These data represent a snapshot of the Washington Department of Fish and Wildlife's current records. Due to the ongoing nature of assessment and inventory of these features, these data may not accurately represent conditions on the ground, and are subject to change.

WDFW Fish Passage and Diversion Screening Inventory Database

Level A Culvert Assessment Report

Site ID: **20800150**
 Latitude: **48.13489** Stream: **unnamed** WRIA: **20**
 Longitude: **-124.62183** Tributary To: **Umbrella Cr** Fish Use Potential: **Unknown**

Data Source: **Coast Salmon Partnership**
 Field Crew: **unknown** Review Date: **12/12/2017**

Culvert Details										Level A Parameters			
ID	Shape	Material	Span	Rise	Length	WDIC	Apron	WSDrop	Location	Countersunk	Backwater	Slope (%)	Sediment
1.2	RND	CAL	0.61	0.61	14.60	0.27	NO	0.00		No	No	1.40	
2.2	RND	CAL	0.61	0.61	14.80	0.30	NO	0.00		No	No	1.80	

All dimensions in meters

Channel Description

Toe Width (m):
 Average Width (m):
 Culvert/Stream Width Ratio:

Plunge Pool

Length (m):
 Max Depth (m):
 OHW Width (m):

Road

Fill Depth (m):



Assessment Results

Tidal Influence: Tidegate Present:
 Barrier: Passability (%): Method:
 Reason: Fishway Present: Recheck:

Comments

Wetland upstream & downstream.

Potential Habitat Gain

Survey Type: Spawning (sq m): Length (m):
 Significant Reach: Rearing (sq m): PI Total:

11/20/2021

These data represent a snapshot of the Washington Department of Fish and Wildlife's current records. Due to the ongoing nature of assessment and inventory of these features, these data may not accurately represent conditions on the ground, and are subject to change.

WDFW Fish Passage and Diversion Screening Inventory Database
Image Report - Active

Site ID: 20800150

Latitude: 48.13489

Longitude: -124.62183

Stream: unnamed

Tributary To: Umbrella Cr

WRIA: 20

Fish Use Potential: Unknown

Associated Features

☒ Culvert

☐ Non-Culvert Xing

☐ Dam

☐ Other

☐ Natural Barrier

☐ Fishway

☐ Diversion



11/20/2021

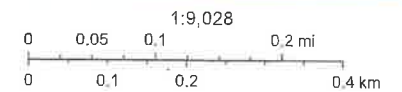
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Washington State Fish Passage



10/29/2025, 6:55:13 AM

- Unknown
- On a Non-Fish Bearing Stream
- ▲ Total Fish Passage Blockage
- Partial Fish Passage Blockage
- Not a barrier



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WDFW