

# Clallam County Trails Advisory Committee August 21, 2019 Meeting Notes

## WELCOME/INTRODUCTIONS

The meeting was opened and those present introduced themselves.

*Members Present:* Andy Stevenson, Dick Gritman, Gary Gleason, Charlie Commeree, Bob Lake, Chuck Preble, Jason Anderson, Dave Burt, Jennifer Reandeau, Kat Sample, and Justin Zarzeczny.

*County Staff:* Steve Gray, County Public Works-Roads

*Dungeness River Audubon Center at Railroad Bridge Park:* Powell Jones, Center Director

4 members of the public were also present.

## MEETING NOTES:

The July 17, 2019 meeting notes were approved without amendment.

## DISCUSSION:

### *1. Rename ODT-Adventure Route to “Adventure Trail” and Signage Updates*

Steve Gray noted that at the July meeting Lorrie Mittman commented that she is working with the Peninsula Trails Coalition (PTC) to fund signage updates with County approval for the Olympic Discovery Trail (ODT)-Adventure Route. Lorrie supported signage updates that:

- Specifically reference the Adventure Trail to lessen confusion on route finding between the ODT-Adventure Trail segments from the rest of the ODT.
- Change the name from “Adventure Route” to “Adventure Trail” as the more common reference.

Steve indicated that the Public Works/Road Department supports updating signage with specific reference on sign to “Adventure Route” or Adventure Trail”. Current signage along the route consists of the older blue route marker signs. Steve expressed that Adventure Route/Trail signage should remain consistent with the ODT current sign guidelines because the ODT-Adventure Route/Trail is a current temporary ODT connecting route to the ODT-Spruce Railroad segment and will remain a future alternative route for such connection. The ODT and ODT-Adventure Route/Trail is both a recreational path and transportation corridor. The latter supports County Public Works/Roads Department continued planning, funding, and maintenance efforts.

Considerations on name change from “Adventure Route” to “Adventure Trail” discussed included:

- The ODT-Adventure Route separate name is attributed to the different trail experience along this part of the ODT and also serving as a connecting route to the ODT-Spruce Railroad Trail section. Also, Steve noted another reason may have been to avoid repeating the word “trail” twice in referencing this trail segment (i.e., Olympic Discovery Trail – Adventure Route versus Olympic Discovery Trail – Adventure Trail).

- Funding is targeting only trailhead identification and route marker signage at this time. Other signage that would also require updating includes, but not limited to: arch/ gateway sign at the SR 112 trailhead and the roadside directional signs (e.g., along Dan Kelly Road).
- County maps and web pages as well as PTC web and printed maps/brochures would still refer to Adventure Route until updated.

Considerations on signage updates included:

- Using PTC current sign design and guidelines.
- Updates to signage along the Waterline Road ODT segment that connects the Adventure Route to the ODT-Spruce Railroad Trail, but will also be part of the future paved ODT route connecting to the ODT- Gosset Road to Waterline Road to the ODT-Spruce Railroad Trail sections.

Following discussion, the Committee supported changing the name from “Adventure Route” to “Olympic Adventure Trail (OAT).” Since still part of ODT, one member leaned towards keeping the “Adventure Route” name if separating into two names would have future grant implications. It was discussed that the name change should not impact future grant proposals that would be addressing remaining ODT gaps given the major differences between trail type.

For trail identification signs, signage update options based on PTC sign guidelines included:

- Retain “*Olympic Discovery Trail*” and replace “*Pathway to Pacific*” to “*Adventure Trail*”.
- Replace “*Olympic Discovery Trail*” with “*Olympic Adventure Trail*”; and replace “*Pathway to Pacific*” with “*Part of the Olympic Discovery Trail*” or leave blank.
- Use different coloring and font for word “*Adventure*” based on same concept in how “*Discovery*” is depicted on current trail identification signs.

For Route Marker Signs, based on limited sign space options identified included to replace “*Olympic Discovery Trail*” with either “*Olympic Adventure Trail*” or “*Adventure Trail*”.

Chuck Preble noted PTC will try to prepare draft templates to review at the September meeting for signage updates for the Adventure Trail.

## 2. *County license Agreement with DNR Related to Access Barriers on the ODT-Adventure Trail*

At the July meeting, the issue of trail “go-arounds” to avoid motorcycle barriers on the Adventure Route was discussed. As a follow-up, Steve provided an overview of the County’s license agreement with the Department of Natural Resources (DNR) for the ODT-Adventure Trail that includes the following language:

- “Take reasonable measures to ensure the License Area is used for non-motorized purposes only.”
- “By June 30, 2007, Licensee will place access control barriers, at trail entrance points, to minimize unauthorized use of the License Area. Barrier materials include: large rocks, boulders, rip-rap or alternative methods approved by State.”

Steve noted that the license agreement goes on to note that noncompliance with any of the operational requirements (within the State’s judgment), “shall constitute a breach of the License and may result in State suspending operations until the breach is remedied or termination of this License, at State’s option.” The current motorcycle barriers were installed to comply with the above requirements. The type of barrier used was selected to discourage motorcycle use, while allowing for slow pass thru by bicycles and ease of stepping over by hikers and horses.

Steve stated that the County with assistance from trail volunteers will be proceeding with motorcycle barrier maintenance to include re-painting yellow, improving ingress/egress grades to facilitate slow pass thru by bicycles as originally designed, and eliminating current illegal trail go-arounds where they exist.

During discussion, it was suggested to inventory barrier locations to determine whether any are unnecessary due to no longer motorized cross traffic. A question was asked if whether the agreement could be amended. Justin Zarzeczny noted that the DNR’s agreement with the County can be amended, but not sure whether removal of requirements for access barrier control would be supported or that the process of amending the license on this issue would be a DNR and County priority at this time.

### *3. Continued Discussion on E-bike Use on ODT-Adventure Route/Trail*

Steve summarized past discussion on e-bike use on the Adventure Trail and noted that based on the July meeting it does not appear likely that the Committee would reach a consensus on this issue. He referenced again the 2018 state law changes do not allow e-bikes on trails designated for non-motorized use on natural surfaces that is characteristic of much of the ODT-Adventure Trail, except where allowed by local and state trail authorities (RCW 46.61.710(9)).

Steve noted that the Adventure Trail is part of the ODT. DNR has not voiced opposition to e-bike use on the Adventure Trail, since it is designed and built for bike use. County code prohibits motorized vehicles on the ODT, but the 2018 state law changes define bicycles to include e-bikes that meet state classifications. Administration of current County code would treat e-bike use as bicycles versus as motorized vehicles.

Committee members continue to agree that that excessive or unsafe bicycle speed is the main issue whether an e-bike or traditional bike. Members continue to support maximum speeds of 10 mph for the Adventure Route and 15 mph for the paved ODT separated trail sections. Lower speeds may be necessary in heavy use areas or where conditions merit.

Steve distributed trail use rules for King County regional trails that address speed limits and other trail rules as an example of addressing similar issues raised by the Committee.

### **PROJECT UPDATES**

Steve provided the following ODT project updates:

- *ODT Freshwater Bay to Thompson Road.* Paving should start next-week.

- *ODT Gosset Road to Waterline Road.* Contract awarded and construction to start soon. Andy Stevenson commented that he strongly supports the County make paving the Waterline Road between this new segment and the ODT-Spruce Railroad Trail segment a priority.
- *ODT Spruce Railroad Trail – Final Phase.* Expecting Western Federal Lands to go out to bid this fall with construction commencing in early-2020, with the hope of completion in 2020.
- *ODT Forks to Sitkum-Sol Duc Road (aka. A-Road).* Appraisal is complete for lands needing to be acquired to complete the route across the Calawah River to the Sitkum-Sol Duc Road (aka. A-Road). The appraised value was \$126,500 for 11.47 acres of right-of-way. BOCC expected to authorize Public Works/Roads to begin negotiations and acquisition from Rayonier Timberlands on August 27. This will also provide a trail link from Forks across the Calawah River to the ODT planned route from the SR 110 (La Push Road) and US 101 intersection to La Push.
- *ODT Forks to La Push (Along SR 110/La Push Road).* County doing survey work for this ~11.5 mile trail route. County will need to purchase a wider corridor along the steeper section of SR 112 west of Bogacheil Bridge to maintain grades less than 5%. Trail alignment through this steeper section has been flagged, and a walk through conducted with County survey crew recently.

### **ODT MAINTENANCE REPORTS**

Steve noted the installment of new culvert crossing on the ODT-Adventure Route in the stream crossing just east of the Joyce-Access Road completed by the County volunteer crew. He also provided updates on plans to address Dean Creek Bridge repair and the slide area.

It was noted that the Adventure Trail bridge across Whiskey Creek is starting to slump. A question was asked about County inspection of ODT bridges, and that inspections may help identify maintenance issues to avoid or minimize future failures and costly repairs.

Chuck Preble and Dick Gritman summarized PTC's bollard maintenance and striping program.

### **PUBLIC COMMENTS**

Troy from Sound Bikes and Kayaks supports continued allowance of at least Class I E-bikes on the Adventure Trail. You have to pedal Class I e-bikes to obtain assist. The average age of purchases of e-mountain bikes from their business is mid-fifties who are generally experienced mountain bikers. They are not purchasing to ride faster, but rather to continue able to experience and enjoy mountain biking. Buying e-mountain bikes at local bike shops also contributes to the local economy. He noted does not believe or is aware of any negative activity yet related to e-bikes.

### **NEXT – MEETING**

The next regular-meeting of the TAC will be on September 18, 2019. The meeting will include continued discussion of ODT-Adventure Trail signage update designs.