

Clallam County Trails Advisory Committee (TAC) October 7, 2020 Meeting Minutes

WELCOME/INTRODUCTIONS

The meeting was called to order. The meeting was conducted via video and phone conferencing. In person public meetings, are currently prohibited by Governor Order due to COVID-19.

Members Present: Andy Stevenson (Chair), Jennifer Reandeau, Dick Gritman, Chuck Preble, Charlie Commeree, Gordon Taylor, and Bill Biery.

County Representatives: Steve Gray, County Public Works/Road Department

Guests Providing Comment: Jeff Bohman, Peninsula Trails Coalition Board President
Richard Bloomer, Olympic Peninsula Bicycle Alliance

APPROVAL OF MINUTES:

Gordon Taylor moved to approve the September 2, 2020 minutes. The motion passed with all in favor.

ANNOUNCEMENTS: None

BUSINESS/DISCUSSION ITEMS:

(1) Olympic Peninsula Bicycle Alliance (OPBA) Request for Representation on Trails Advisory Committee

Steve Gray provided background on OPBA's request for representation on Trails Advisory Committee (TAC). Discussion followed including background on OPBA from OPBA member Richard Bloomer. Following discussion, Charlie Commeree motioned to recommend to the County Commissioners adding OPBA as a permanent member of the TAC. The motion carried with no objections.

(2) Trail Bollards Discussion

2a – Background

Chair Stevenson introduced the bollard topic and referenced the related background materials found in the packet that included the 2012 Guide to Bicycle Facilities by American Association of State Highway and Transportation Officials (AASHTO). He noted that they guide how the Olympic Discovery Trail (ODT) is to be built and are important in regards to meeting our grant funding obligations. Over the years he has been reviewing AASHTO guidelines he has seen a great deal of change in terms of bollards. Chair Stevenson noted that this was the opening of a longer discussion on bollards on the ODT and opened the item for discussion.

2b – Bollard Maintenance and Warning Markings

Steve Gray noted that the 2012 AASHTO guidelines state that routine use of bollards and other barriers to restrict motor vehicle traffic is not recommended unless a real concern about

unauthorized intrusion. Steve also noted that packet included an email and report from Richard Bloomer, OPBA, based on his research and perspective as a follow-up to the recent bicyclist collision with a bollard on the ODT. Mr. Bloomer had requested his report that was sent to OPBA members and others be also shared with the TAC.

Steve noted that the ODT has a wide variety of bollard types along the trail route constructed over the years. He referred to the AASHTO guidelines for bollards in the packet materials that included, but not limited to reflective tape (both sides), minimum height of 40 inches for visibility, locating in areas with adequate sight distance, and pavement warning approach lines (both sides). He also noted that Dick Gritman, TAC member, has led maintaining bollard painting across ODT jurisdictions as a Peninsula Trails Coalition (PTC) volunteer for years.

Chuck Preble pointed out that not all potential vehicle access points to the ODT are marked with signage prohibiting non-motorized traffic, and recommended that such signs be in place prior to consideration of removal of any bollards.

Charlie Commeree asked for more information on the recent bicyclist collision with a bollard and what was the concern at this point (e.g., was it not properly signed)? Richard Bloomer noted that the bollard in question was well-marked and the collision was rider error due to rider looking down checking gears.

Steve noted that although the recent reported collision triggered discussion on bollards, such review of use of bollards is not unique to Clallam County. Discussion across the country on pros and cons of bollards is occurring, and the Washington State Department of Transportation current guidance is to consider alternatives to bollards wherever possible unless vehicle access is an issue.

It was noted that the PTC bollard inventory was underway. Gordon Taylor who is leading PTC bollard inventory effort indicated that the initial charter is to collect information on bollard location and type. He noted inventory efforts show a wide variety of bollard types, for example, ranging from 2-inch to 8" diameter, 30" to over 5 feet in height, and comprised of varied materials (steel, wood, other). He also indicated that PTC's focus now is the inventory, but may consider making recommendations to the various trail jurisdictions.

Chair Stevenson indicated that the recent collision is the just the latest in accidents involving bollards in the County, and that many collisions are not reported. He also indicated the national consensus coming out is that bollards are more dangerous to trail users versus if they were not there and the occasional vehicle ended up on the trail, and that the AASHTO standards reflect that view and only recommend bollards if cannot address access issue in other ways as last choice. Part of our work ahead is to inventory and evaluate our current bollard locations. Also need to recognize that bollards are not inexpensive to install or remove.

Chair Stevenson further expanded on his take on bollards to state that he does not think it is an unreasonable position to take every bollard out and only put bollards back in when you have an incident/problem versus the current and historic approach of installing bollards at all locations where a vehicle may be able to get on the trail. He suggested considering pulling out all bollards and waiting to see if actually vehicle access problems occur. If no vehicles, then you can improve

safety on the trail by pulling them out. Chair Stevenson noted that bollards are dangerous and bollards are deadly, and cited that there were five fatalities over last year statewide involving bicycle collisions with bollards as a strong reason not to have them.

Jeff Bohman, PTC President, expressed appreciation for Gordon Taylor's lead efforts on the bollard inventory, Dick Gritman's years of volunteer bollard maintenance and others who have contributed. He noted that one of PTC's interests is for consistent bollard approaches across jurisdictions. In response to the suggestion of pulling all bollards out, he recommends further evaluation and discussion. For example, consider any information on fatality rates where vehicles hit bicyclists where a bollard might have prevented such collision. He is not enthusiastic about idea of reversing course to remove all bollards only have to re-install bollards.

2c – Peninsula Trails Coalition Bollard Inventory

Gordon Taylor noted that the current inventory focus which is about 90% complete is to get GPS locations on all bollards and photographs on both sides. Goal is to complete this level of inventory and then later talk how to modify or use. Areas that still need to be inventoried include the City of Sequim and Sequim Bay State Park. Chair Stevenson indicated that the inventory will help inform future TAC discussions on bollards, and he encouraged TAC members to consider bollards when travelling the ODT.

Gordon noted that the PTC mower is 58 inches wide and there is only one bollard that he needs to pull to get access to trail for mowing. His point being that it is easily wide enough to get around trail bollards with a bicycle.

Jeff Bohman added that the bollard inventory also includes the trail sections in Jefferson County.

PROJECT UPDATES/REPORTS

Steve noted that packet included more detailed update of active projects. Steve provided updates and report summaries for the following trail projects:

1. *ODT-Spruce Railroad Trail Final Phase*. Steve reported project is anticipated to be completed this fall. A tentative ribbon cutting ceremony anticipated for early-November.
2. *ODT-Diamond Point Rd to Old Gardiner Road*. Steve shared a screen photo of completed trail corridor clearing and grading work and construction of trail base. He indicated paving may still occur this fall 2020.

Discussion: Chuck Preble noted that the approximately 100-foot long segment along the east side Diamond Point Road to the trail road crossing point will not be wide enough to provide trail separation from the road per AASHTO guidelines for shared use trails without a separator barrier. In addition, he recommended adding some turn radius at the corner where the new trail corridor connects to the east shoulder area of Diamond Point Road to avoid a 90-degree turn. At the Old Gardiner Road end, he indicated a prior idea was for Jefferson County to

continue to run the trail down the side of Old Gardiner Road at least 100 to 150 feet to move the road crossing point further away from the US 101 and Old Gardiner Road intersection.

Steve responded that the current project goal was to clear and prepare a trail corridor connection between Diamond Pt. Road and Old Gardiner Road as an alternative to US 101. The issue of increasing separation width along Diamond Point Road will need to be discussed in future with Jamestown S' Klallam Tribe who is the adjoining property owner. Extending the trail further down Old Gardiner Road will need to be addressed by Jefferson County.

Chuck Preble recommended installing a trail stop sign at Old Gardiner Road intersection.

Chair Stevenson commented despite not being perfect that that this was a very significant safety upgrade, and lauded County efforts. This will be another section of US 101 trail users don't have to ride on.

3. *ODT-Forks to La Push*. Steve reported that the County's grant application seeking approximately \$905,000 for trail corridor acquisition was ranked #1 out of 29 project by the evaluation scoring committee. The Washington State Recreation Conservation Office (RCO) Board is expected to approve the project ranking recommendation on November 5, 2020 to submit to the state legislature for funding.

Discussion: Jeff Bohman expressed appreciation of both Steve and former County staff person Rich James on securing funding for this trail section. Chair Stevenson indicated Steve was hiding achievement here. There were 29 projects statewide and competition was stiff. For first time applying, this is a home run and big deal. He also noted that ODT applications had three of the top ten ranked projects, with the Jefferson County ODT-Anderson Lake to 4 –Corners Project ranking #5 and the Port Angeles ODT Race Street Connector project ranking #7. Steve echoed that this is a big win since significant construction funding had been previously awarded, but trail corridor acquisition funding was lacking.

Chair Stevenson asked if a survey had been provided to Rayonier. Steve indicated getting close to closing the purchase from Rayonier for the ~ 3,000 foot planned trail corridor between Forks Calawah River Park and Highway 110 intersection, and that most of the County survey work for the planned trail route between 101 and Olympic National Park boundary is completed.

4. *ODT-West-Central Route Map Update*. Steve noted that that the TAC had previously supported adding the following three ODT segments: Gosset to Waterline Road, Waterline Road to East Beach Road, and Freshwater Bay Road to Thompson Road to the ODT official route map. He reported that the online ODT site trail route maps managed by PTC on their ODT website now include these three trail segments.
5. *ODT Morse to Siebert Creek Route Signage Updates*. Steve extended appreciation to Gordon Taylor and other PTC volunteers for ODT trail route signage updates and additions between Morse Creek and Siebert Creek.

6. *ODT East End Trail Warning Sign Update Project.* Steve reported that the County effort to update and add warning signage on both the road and trail at ODT road crossing is moving forward again. The first phase will be installing yield and stop signs for trail users and the next phase will be adding or replacing warning signage of trail crossings on roadways for consistency. For trail users, most intersection crossing will have yield signs installed where not currently present. A few intersection crossings such as Kitchen-Dick Road (due to road speed) and Health Road (due to line of sight) will have stop signs installed.
7. *New ODT Signage on US 101 between Sequim and Blyn.* Steve reported on the new ODT access signage on US 101 that was installed by the state related to the US 101 Louella Road Left Turn lane project to further direct bicyclist off of US 101 between Sequim and Blyn. This signage included directing eastbound bicyclists on US 101 to take Sequim Ave exit onto Brownfield Road to access the ODT off of Simdars Road. The state also added ODT access signage on US 101 in the westbound direction before the School House Road and West Old Blyn Highway (near Dean Creek trail crossing) intersections.
8. *Happy Valley Road Horse Trailer Parking.* Steve shared a photo of the improved and widened shoulder parking along Happy Valley Road near River Road completed by the Peninsula Backcountry Horsemen of Washington (PBCHW). The PBCHW had previously approached the County for expanding the shoulder width and to move back the existing berm to allow for a suitable parking area for horse trailers for access to trails on the adjacent state forest lands. These trails are not maintained by County.
9. *ODT - Dawley Slump.* County anticipates a second attempt by the City of Sequim to assist the County to collect video of integrity of stormwater pipes under US 101 above the Dawley Road trail slump area to be scheduled next-week.
10. *Timber Sale on Olympic Adventure Trail Route.* Steve reported on the recent timber sale on state forest lands that will impact part of the Olympic Adventure Trail (OAT) when harvesting begins. A trail route detour around planned harvesting activities between the Joyce-Access Road and Whiskey Creek crossing using the Joyce-Access Road is anticipated. The OAT logging road segment between Waterline Road and where the single-track begins is identified to be used as part of harvesting activities, but DNR anticipates leaving this segment open and marking with signage to alert trail users to logging activity.

Discussion: Jeff Bohman inquired whether the County is working with DNR to ensure upon completion of harvesting activities trail is put back in order. Steve noted that the timber contract indicates contractor responsibility to clear debris from trail corridor, but not sure on mandate to rebuild. Steve also noted that per the County's recreational trail agreement with the state that restoration after logging is up to County. Chair Stevenson noted that there has been marking of the tree bases in impacted trail corridor to help with future establishment of trail corridor. Steve indicated that likely Jeff Ralston, PTC Volunteer Trail Adopter, did the marking. Jennifer Reandeanu asked if harvesting would impact County repairs to the Whiskey Creek horse crossing. Steve responded does not anticipate any impact to the repair project.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

OAT Whiskey Creek Horse Crossing Project

Steve provided an update on the OAT Whiskey Creek horse crossing project. He noted that the County Volunteer Trail Crew in partnership with Backcountry Horsemen volunteers has initiated improvements. Project is in early phases. Steve introduced Tanner Boggs, County Volunteer Trail Coordinator, who is coordinating the volunteer crew. Steve noted that Tanner also does a wide variety of ongoing trail maintenance activities for the County when not coordinating volunteer work parties. Tanner noted the project will take a number of weeks due to limited crew numbers. Most work will be done on Thursdays, which is the typical County Volunteer Trail Crew work party day.

Dean Creek Bridge Update

Steve shared a photo and concept design of proposed ODT - Dean Creek pilot channel project in Blyn across from casino. The project will involve digging a temporary dry channel with plugs on both ends, with the idea that higher flows will take this channel to relieve pressure on the east bridge abutment. The hope is to get through winter rains without sandbagging. The County is obtaining the necessary permits and the Jamestown S' Klallam Tribe will perform the excavation for the pilot channel. This is a temporary measure with planning for a permanent fix such as longer bridge span or an improved abutment underway.

Other Reports

Steve reported that the cross bar above the trail access at the M&R gate off of the Forest Service 2918 Road was removed by County road crew. Gordon indicated that the side posts were also painted. Chair Stevenson expressed appreciation of removal to improve trail user safety.

For the record, Steve noted that TAC members Dick Gritmann and Bill Biery joined the meeting shortly after taking roll call.

PUBLIC COMMENTS

No additional public comments

ADJOURNMENT

Gordon moved to adjourn. Hearing no objection the meeting was adjourned.