

Clallam County Trails Advisory Committee (TAC) December 2, 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, Gary Gleason, Dick Gritman, Kat Sample, Charlie Commeree, Gordon Taylor, and Bill Biery.

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

Guests Providing Comment: Richard Bloomer, Olympic Peninsula Bicycle Alliance

APPROVAL OF MINUTES:

The October 7 and November 4, 2020 meeting minutes were approved as submitted.

ANNOUNCEMENTS: None

NEW BUSINESS/DISCUSSION ITEMS:

2020 Olympic Discovery Trail (ODT) Accomplishments

Steve Gray provided a summary of ODT 2020 Accomplishments:

Trail Development: Completed approximately 5.7 miles of new Olympic Discovery Trail segments:

- 4 miles Spruce Railroad Trail Final Phase Segment
- 1.6 mile Gossett to Waterline Road Segment
- ~ 425 feet long Diamond Point Road to Old Gardiner Road Connector.

Trail Corridor Acquisitions: Acquired (or in process of finalizing) nearly a mile of new trail corridor totaling approximated 13.5 acres in ODT gaps that includes:

- 0.6 mile (~ 11.5 acres) of trail corridor located within the ~ 1-mile planned ODT segment from the Forks Calawah River Park to the SR 110/US 101 intersection and extended to Sitkum-Sol Duc Road (aka. A-Road). Anticipate closing the purchase before the end of year.
- Acquired ~ 0.34 mile (~2.05 acre) trail corridor that begins about 0.4 miles west of the ODT-Elwha River Bridge crossing off of the Elwha River Road and extends to County-owned lands to the north. This acquisition supports a planned, future trail extension located between the Elwha River Road and Place Road, with approximately 0.5 miles needed to connect to the existing ODT at the Elwha River Bridge.

Discussion followed related to the future planned trail route(s) from the Place Road area. Chair Stevenson recognized that this has been a banner year for the trail with a lot of efforts over the past decade coming to fruition this year and start on other trail development areas.

2020 Grants: New trail grant funding secured or reasonably secured in 2020 totaled approximately 1.3 million dollars and included:

- \$450,000 Transportation Alternative (TA) federal funding award from the Peninsula Regional Transportation Organization to support development of the approximately 1-mile ODT-Forks Calawah River Park to the SR 110/US 101 intersection and extended to Sitkum-Sol Duc Road (aka. A-Road). The County also has a \$300,000 pledge from the Lloyd Allen Charitable Trust to support the construction of the new trail bridge across the Calawah River as part of this project. It is estimated at least \$1.5 million is needed for construction, with most of the cost associated with the multi-user trail bridge crossing. .
- Received the #1 project ranking for an over \$900,000 Washington State Recreation and Conservation Funding Board (RCO) Washington Wildlife and Recreation Program Trail Grant to support ODT-Forks to La Push trail corridor acquisition efforts. This is an addition to the previous multi-million dollar Federal Lands Access Program funding award for trail construction in this corridor.
- 2021 Clallam Count Lodging Tax Grant of a \$150,000 to support ODT-Forks to La Push trail corridor acquisition effort.
- 2020 Clallam County Lodging Tax Grant award for \$250,000 that covered the cost of paving of the 1.6-mile ODT-Gossett to Waterline Road last spring.

Other Accomplishments: Although no specific metrics to report, other efforts that make the trail work that were mentioned included:

- ODT Volunteer Hours. Although number of volunteer hours lower than in 2019 due to the pandemic, significant volunteer efforts by the Peninsula Trails Coalition, County Trail Crew, and Backcountry Horsemen continued to occur in 2020.
- ODT route signage updates by the Peninsula Trials Coalition (PTC) and County warning sign installations.
- Trail-side restroom facilities (e.g., sanican rentals)
- Signage improvements
- Other improvements such as kiosks, picnic table, and horse hitching post installations.

Mr. Gleason highlighted the replacement of Morse Creek Kiosk. Mr. Gray added that kiosk construction was done as part of Eagle Scout project and that PTC paid for new display.

2021 Trail Advisory Committee (TAC) Areas of Interest

Mr. Gray noted that this item was put on the agenda as an end of year opportunity to initiate ideas on TAC areas of interest next-year. He started the list of discussion by noting items previously initiated or discussed that he believed are already an interest area:

- Bollard inventory evaluation and recommendations.

- Reengage on evaluation, update and adoption of ODT trail user policies and regulations. This is an area of interest of the Road Department. Collecting other models
- Trail Maintenance Need Identification (e.g., audit) and Coordination.

Discussion on these continued work areas followed. Mr. Gleason noted would like to get update from City of Port Angeles on the project to extent the ODT from the waterfront to the 10th Street and Milwaukee Drive trailhead. Mr. Taylor noted that was aware of 40% design drawings and will seek an update from the City as the PTC liaison to the City Parks & Recreation Department.

Mr. Commeree inquired whether the TAC should reach out to other trail committees such as in Kitsap County that are planning to connect their regional trail with the ODT. Chair Stevenson noted that he follows and interfaces with the Kitsap County group and could put together a report of their efforts to present to the TAC as a future agenda item.

Commissioner Peach indicated support for establishing County trail user policies for the ODT. He suggested that once the TAC completed their review and recommendations that they could be taken to the County Policy Review Committee for review and input.

Chair Stevenson noted his 1-year term is ending and the TAC will need to consider nominations to chair the Committee. Mr. Gray noted that bylaws indicate nominations for Chair and Vice-Chair be addressed at the first meeting of the year.

TRAIL PROJECT UPDATES/REPORTS

Project update reports were provided as summarized below:

ODT-Spruce Railroad Trail Final Phase.

Mr. Gray reported that the contractor work is completed and the trail is effectively now open. There is some remaining signage being installed. Anticipate an official press release by Olympic National Park soon of the trail re-opening.

ODT-Diamond Point Rd to Old Gardiner Road Connector.

Mr. Gray indicated that the County is still hoping to pave before the end of the year the approximately 100-foot sidepath along east-side of Diamond Point Road between the recently completed Diamond Point Road to Old Gardiner Road trail connector and the current trail crossing point on Diamond Point Road. The County is not planning install hard bollards at this time, but is considering installing flexible tubular posts. He also pointed to a potential future opportunity to eliminate the need for the sidepath when the Jamestown S' Klallam Tribe develops the adjacent property.

Bollard Inventory and Initial Findings

Mr. Gray reported the following observations based on the PTC bollard data base for Clallam County:

- Total of 125 inventoried bollard sites
- The majority of bollards inventoried had recommended bollard diamond and guideline, but 32 of the 125 sites (25.6%) lacked current such markings. Two sites are on the ends of the unimproved (i.e., dirt tread) section between Pierce Road to Old Blyn Highway segment. Of the 32 sites, they occur in multiple trail jurisdictions:
 - 17 in Unincorporated Clallam County (some in Olympic National Park sections)
 - 5 in Sequim Bay State Park
 - 6 in City of Sequim
 - 3 in Port Angeles
 - 1 in Blyn (Jamestown S' Klallam Tribe)

Mr. Gray reminded the TAC that Dick Gritman (TAC member and PTC volunteer) had been maintaining bollards for years as a volunteer, but recently retired from that function. He indicated the County will want to work with PTC to ensure continued bollard maintenance and supplement with County resources, as needed, and hoped PTC can continue to assist other ODT jurisdictions with bollard maintenance efforts.

Mr. Gritman noted that the reason for the bollards without the guidelines was related to location on park land or private property and not knowing if allowed. He also expressed willingness to assist anyone to get started with taking up bollard maintenance.

Mr. Gray also reported that the bollard inventory showed 146 bollards on the paved trail sections in Clallam County. He noted that there may be other bollards in some locations near the side of trail paving. Of the 146 bollards, he summarized the variety of bollard types and dimensions found as follows:

- 61 Center Drop In Pipes
 - 45 of these are 42" in height and range from 3 inches to 6 inches in diameter, with 6 inches the most common.
- 50 Center Fold Pipe or Fabricated ranging at 30" or 42" in height, with most at 42 inches
- 8 Fabricated Fold Down at 42" x 4"
 - 20 Wood (typical 30 or 42 inches by 6 to 8" in diameter)
- Fixed Concrete = 6

Mr. Gray noted that as the inventory shows there are a wide variety of bollard types and it would be beneficial to consider bollard standards on new or replacement bollards between trail jurisdictions.

Chair Stevenson indicated he would appreciate a copy of the bollard data base. Mr. Gray indicated that the size of the data base (due to the pictures) was too large to email and suggested obtain the data base from Gordon Taylor who is leading PTC bollard inventory effort

Motorcycle Barrier Removal Project on Olympic Adventure Trail (OAT)

Mr. Gray reported that the County plans to begin removing the motorcycle barriers on the Olympic Adventure Trail (OAT) as fits into work program. The County requested permission from DNR under their license agreement to remove the barriers and use signage only for access control. DNR approved the County's request. Discussion followed with a number of members expressing support for removal, with no one stating any opposition. There were several suggestions to consider keeping several of the barriers at targeted locations. The removal process will be slow going due to effort to take out the barrier. A project update will be provided at the next meeting.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

Mr. Gray provided an update of the continued volunteer work on the Whiskey Creek Horse Crossing improvements on the Olympic Adventure Trail. This has been a major project by the County trail volunteer crew and backcountry horsemen over the past several months. The work has been slow going due to remoteness of the site and limitations on size of work parties due to the pandemic. The upcoming effort will include completing transport and placement of rock and gravel for the trail base and tread. This effort will be assisted by the County's recent purchase of a new power trackborrow and DNR loan of two additional power track barrows.

Tanner Boggs, County Volunteer Trail Coordinator, continued east to west trail inspections and maintenance work. Trail surface debris removal continues to be the maintenance focus of Mr. Boggs and PTC volunteers into the late-Fall.

Chair Stevenson reported that the trail section around the lake west of the current construction area had a lot of treefall and rockfall on the trail that Olympic National Park addressed. He noted, however, that significant leaf, needles and other debris (small rocks) covers the trail in this section and to use caution.

PUBLIC COMMENTS

Richard Bloomer, Olympic Peninsula Bicycle Alliance, noted the need for signage in areas where bollards are removed. He also expressed interest in having a book of the bollard inventory to make notes on. In regards to collecting models, he indicated he will try to get information on design standards for the regional trail in the Coeur de Lane area.

Mr. Gray clarified that bollard removal project the County is undertaking right now was limited to the removal of motorcycle barriers on the Olympic Adventure Trail, and that the County is not currently undertaking any removal of bollards on its managed ODT paved sections. He also clarified that the models he referred to earlier were for collecting examples of trail user policies and regulations enacted for other regional trails.

ADJOURNMENT

The meeting was adjourned.