

Clallam County Trails Advisory Committee (TAC) March 3, 2021 Meeting Minutes

WELCOME/INTRODUCTIONS

The meeting was called to order. The meeting was conducted both in-person and via video/phone conferencing.

Members Present: Andy Stevenson, Jennifer Reandeau, Justin Zarzecny, Gary Gleason, Kat Sample, Gordon Taylor, Bill Biery, and Richard Bloomer.

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

The agenda was approved without modification.

APPROVAL OF MINUTES:

Mr. Taylor motioned to approve the February 3, 2021 meeting minutes, which was seconded by Mr. Gleason. The motion passed with all in support.

ANNOUNCEMENTS:

Mr. Bloomer noted that Pedego bike store in Sequim recently sold two ebikes either to the City of Sequim or Clallam County for use on the Olympic Discovery Trail (ODT). He was going to follow-up to confirm which agency and the planned purpose. Mr. Gray indicated it was not the County Road Department, and noted that last year the Sheriff Department purchased ebikes to support a volunteer trail patrol.

NEW BUSINESS/DISCUSSION ITEMS:

Peninsula Trail Coalition Projected Length of Olympic Discovery Trail (ODT)

Chair Stevenson reported that the Peninsula Trails Coalition (PTC) has identified the ODT aspirational length when completed to be 135-miles based on current mileage of completed sections and estimated route length in current trail gaps. He noted that PTC wanted to have an agreed upon single number that represents what the trail length will be when completed. The 135-mile estimate does not include the Olympic Adventure Trail (OAT) section.

Bollard Height and Other Considerations

Mr. Gray noted that during prior TAC discussion the issue of bollard height related to the risk for handlebar strikes was raised. He noted that the PTC bollard inventory shows the most common bollard heights on the ODT are 30-inches and 42-inches in height, and that the recent bollard installations by the County were 42-inches in height.

Mr. Gray compared current AASHTO and Washington State Department of Transportation (WSDOT) bollard height and diameter guidelines. AASHTO recommends minimum bollard height of 40 inches and a minimum diameter of 4 inches for visibility, whereas WSDOT guidelines and standard plans for Type 1 Bollard (removable) and Type 2 Bollard (non-removable) show a 30-inch in height and 4-inch diameter post. Mr. Gray referenced pictures of several recent bollard installations on the ODT showing varying heights and

diameters, and that the different WSDOT guideline may be one reason for the use of 30-inch tall bollards on the ODT by the various jurisdictions.

Mr. Gray noted that he contacted Brian Wood, WSDOT Pedestrian and Bicycle Coordinator, on why the state bollard height standard was different. Mr. Wood indicated that WSDOT's 2008 standard bollard plans are under review and WSDOT will likely update to the AASHTO bollard standard, and he recommended using the AASHTO minimum 40-inch height standard.

Mr. Gray referenced the presentation by Brian Wood, WSDOT, titled "Trail Access Control Considerations" in the meeting packet that summarizes AASHTO and WSDOT guidelines and recommendations. Chair Stevenson indicated that the WSDOT presentation in the packet accurately reflects their position on use of bollards. He also noted that WSDOT standards apply to trails on WSDOT property. He added that he believes bollard use on the ODT can be reduced based on WSDOT/AASHTO guidance citing the example of bollards on the west side of the ODT-Carlsborg Road crossing before the pump station. He believes bollard use at this location can be eliminated or reduced because it does not look like a road intersection.

Mr. Bloomer asked if removal of bollards is next-step. Mr. Gray responded that the County is in the process of removing the motorized barriers on the Olympic Adventure Trail, and that any bollard removal on the main paved ODT will be evaluated on a case-by-case basis.

Mr. Bloomer asked Gordon Taylor if PTC was drafting a letter to trail jurisdictions related to bollards. Mr. Taylor responded that the PTC bollard inventory is completed and has been shared with trail jurisdictions, and he is now working on updates to PTC structural recommendations to follow AASHTO guidelines. Mr. Taylor added he did initiate a discussion with City of Port Angeles on needs for bollards with the city limits, and PTC is in the discussion phase as to any letter to send to jurisdictions regarding bollards.

Trail Etiquette/Courtesy Messaging

Mr. Gray noted the issue of trail user etiquette/courtesy messaging was raised at the last meeting. To continue that discussion, he referenced and summarized examples of current messaging to trail users in the meeting packet materials that included: trailhead brochures, trail user yield signs (i.e., directs bicyclist to yield to pedestrians and horses), ODT web page information, kiosks, and trail rule signage. He also mentioned the potential incorporation of trail etiquette rules as part of any future ODT use regulation updates citing examples from other jurisdictions.

Discussion was opened to generate ideas to improve and expand use trail etiquette/courtesy messaging and how to implement (e.g., who lead, funding needs) such ideas. Mr. Biery recommended expanding the use of the yellow trail user courtesy yield signs along the trail corridor and inquired whether signs are available to post. Mr. Gray responded that the County does not have any signs in stock and that the bright colored ones were recently paid for and installed by PTC. Mr. Taylor followed by saying PTC did not have any in stock at the moment and would need to look at available funding since they are not inexpensive.

Lorrie Mittman provided public comment that ebikes are flying off shelf and her observation is that many purchasers have not biked in a long time. She recommended that local bike shops provide orientation to trail etiquette when selling bikes, but not sure if it is the role of Committee to ask. Mr. Biery responded he would be happy to approach PEDEGO and Bens Bike in Sequim to provide written materials they can hand out. Ms. Mittman also suggested expanding making such materials available to Sound Bikes & Kayaks in Port Angeles.

Chair Stevenson suggested that we can all help with messaging. He noted that such messaging should target that the ODT is not a “bike path” but a “shared use path” for many user types. We need to model and promote the range of users including handicap users as one of the biggest messages. Mr. Bloomer agreed and noted that he regularly rides with a number of bike groups and that before every ride we remind everyone of courtesy rules. We had a few riders that liked to go fast that ultimately got the message and went back to road riding. He recommended a 3 x 5 inch flier to promote the shared use path message at local bike shops.

Mr. Gleason inquired about signage that indicates this is a multi-use trail. Chair Stevenson noted that the trail user yield courtesy signs help with that messaging. Mr. Taylor noted PTC has been putting out two types of trail user yield courtesy signs depending on location: 1) white background with color where trail traffic is high and signage more dense; and 2) brown background in more remote areas (e.g., west of Fairholm). Several members commented that they liked that approach. Mr. Gray pointed to the photo of the brown sign type in the meeting packet materials used on the Spruce Railroad Trail. He also noted support for messaging the ODT as a shared use trail and suggested groups like PTC, OPMA and trail event organizers could assist with such messaging on their web pages.

TRAIL PROJECT UPDATES/REPORTS

Spruce Railroad Trail Landslide Removal

Mr. Gray reported that Jeff Doryland, Acting Chief of Facility Management, confirmed that Olympic National Park (ONP) has obtained funding for slide removal. Bruch & Bruch is still under contract from the Spruce Railroad Trail work, and that the plan is to contract with Bruch & Bruch to remove the slide debris. ONP hopes to have more details on scope and schedule soon.

Chair Stevenson suggested that we request that ONP provide for an interim bypass trail over top of slide. He believes it can be done safely and not involve a lot of work. Work can be done by hand and would include cutting a path through a couple of the big logs and some trail surface work. He questioned whether ONP needs to remove all the debris in that there is room along the trail sides to store in place. Chair Stevenson made a motion to request ONP consider an interim bypass trail that was seconded. The motion passed with none opposed.

Olympic Adventure Trail (OAT) Motorcycle Barrier Removal Project

Mr. Gray reported that the removal of the motorized barriers on the OAT is nearing completion. Approximately three spots remain west of the Eden Valley Road trail access. He noted the County plans to keep the barrier at the Dan Kelly Road parking lot trail access for now, and will repaint and improve grade thru the barrier. This barrier is at the end of the parking lot and restricts access along with the gate to the powerline maintenance access road that provides access to the OAT. Chair Stevenson noted that he has heard a lot of positive feedback on the removal of the barriers on the OAT.

ODT-Forks to La Push

Mr. Gray reported that consultants for the Federal Highway Administration – Western Federal Highway Division (WFL) have prepared a draft project scoping report. WFL is the current project manager for delivery of this project. The purpose of the scoping report is to evaluate the project scope, schedule, costs, environmental and cultural review, permitting needs, risks, and delivery methodology.

The scoping report looked at three options:

- Option 1: Based on County application (10-ft. wide paved trail – use existing SR 110 Bogachiel River Bridge SR 110 crossing).
- Option 2: Includes additional improvements for safety such as advanced warning lights at the SR 110 Bogachiel River Bridge crossing and a wider paved trail section (12 feet wide)
- Option 3: Includes all recommended improvements for the project – the main difference being a new bike and pedestrian bridge crossing of the Bogachiel River.

Draft cost estimates for Option 1 were significantly higher than County’s Federal Lands Access Program (FLAP) ~ 5.9 million funding. The draft report is under review and the County anticipates reductions in cost estimates. For example, the draft estimate includes nearly 1 million for importing topsoil that the County believes is not needed. In addition, the cost estimate also includes a 30% contingency on total construction. As WFL moves toward into design and approaches final design, their goal is to eliminate or significantly reduce contingency costs.

Possible alternatives to address funding gaps for construction include adding FLAP funding and phasing project (e.g., construct segment from US 101 to 3 Rivers Areas). County delivery of project may also be an option to save on costs by using local forces for engineering design and construction management.

Mr. Gray noted that the draft report is now under agency review and the County anticipates WFL to issue a final report in April/May. WFL project manager will brief the Programming Decision Committee (PDC) established for Washington State for FLAP funding on the scoping report findings.

Chair Stevenson asked if FLAP funding is amenable to project phasing and obtaining additional FLAP funding under the current award. Mr. Gray indicated based on discussion with WFL that project phasing and additional funding under FLAP are both potential options. Chair Stevenson followed about whether the Joyce-Piedmont Road FLAP funding could be moved to this trail project to make for one fully funded project. Mr. Gray did not know about whether that can be done.

Chair Stevenson asked about status of County survey for the ODT- Forks to La Push route. Mr. Gray responded that the County has completed the right-of-way plat survey from US 101 to 3-Rivers Area, but has not completed the survey work west of the Bogachiel River. He noted the County can proceed with appraisal of the completed survey section.

Chair Stevenson inquired based on the update any issues with the state Recreational Conservation Office (RCO) grant. Mr. Gray responded that the County will have at least two years to acquire trail corridor under the RCO grant. The County does not have the grant under contract yet, which is expected to occur sometime this summer. He added that the FLAP funding is for trail construction. Before we construct, we will have to acquire the trail corridor.

Port Angeles Waterfront Trail Section Maintenance

Mr. Gray reported that the City of Port Angeles met with PTC members and have identified about 20 spots along the waterfront trail needing repair or maintenance. The City is giving consideration to putting the work out to bid.

DNR Striped Peak Trail Expansion and Improvement Project

Justin Zarzeczny, DNR, reported that a WTA work party is helping complete the Striped Peak trail that starts at the County Salt Creek Recreation Area. The trail expansion has made it to the top bunker just below the peak and a spur trail to the peak is in progress. When completed this will be a 4.5- mile loop trail designed for hikers but open to biker and horse use. Mr. Zarzeczny will provide a trail map to distribute to the TAC.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

Olympic Adventure Trail (OAT) – Bear Creek Crossing

Mr. Gray reported that the County Volunteer Trail Crew completed significant tread repair on the OAT on the approaches to the Bear Creek bridge crossings.

Year 2020 Volunteer Hours

Mr. Gray provided total reported ODT volunteer hours for Year 2020 that included:

- County Trail Volunteer Crew: 35 work days and over 1,600 hours
- PTC Trail Adopters: 2,416 reported hours
- PTC Work Parties: 285.5 reported hours

County Trail Maintenance Highlights

Mr. Gray highlighted County trail maintenance since the February meeting:

- Coordinated two volunteer work parties that included: 1) OAT – Bear Creek area tread work; and 2) improving drainage on steep OAT section near Hwy 112 trailhead just north of the powerline crossing. In regards to the latter, a volunteer work party is planned to return tomorrow to haul and add new gravel surfacing to complete the tread improvements.
- Continued motorcycle barrier removal project on the OAT.
- Removed downed tree and brush across fence just north of the Pristine Lane crossing in Bagley Creek area.
- Inspected and blew off trail debris from Siebert Creek to Deer Park rest stop.
- Inspected and blew off trail debris along the ODT- Kaycee Way to Elwha River Bridge section.
- Inspected and blew off trail debris along ODT – Gossett to Waterline Road section.

Other Maintenance Reports/Needs

Mr. Taylor acknowledged County efforts to spread baking soda for moss control in the Camp Creek Area. Mr. Gray noted that TAC member Eric Rohrer sent email that was continuing maintenance work on the 5- miles of trail east of Camp Creek today. Chair Stevenson commented on the high level of volunteer effort that supports the ODT is very unique and remarkable even during a pandemic.

PUBLIC COMMENTS

See earlier comments by Lorrie Mittman. No additional public comment.

ADJOURNMENT

Following a motion and no additional business, the meeting was adjourned.