

**AGENDA**  
**CLALLAM COUNTY TRAILS ADVISORY COMMITTEE**  
**Clallam County Courthouse, Room 160**  
**223 East 4<sup>th</sup> St Port Angeles, WA**  
**April 3, 2024 - 1:30 p.m.**

**\*\*ATTENTION\*\***

Clallam County Trails Advisory Committee meetings will also be available virtually at:

If you would like to participate in the meeting via Zoom audio only, call 253-215-8782 and use meeting ID: 938 0529 7962 and passcode: 12345

If you would like to participate in the meeting via Zoom video conference, visit <https://zoom.us/join> and use Meeting ID: 938 0529 7962 and passcode: 12345

This meeting can be viewed on a live stream at this link: <http://www.clallam.net/features/meetings.html>

Public comment and questions can be directed to County Public Works-Roads at 360-417-2290 or [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

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**A. WELCOME/CALL TO ORDER/ROLL CALL**

**B. REQUEST OF MODIFICATIONS/ADDTIONS TO AGENDA**

**C. APPROVAL OF MEETING MINUTES:** March 6, 2024

**D. ANNOUCEMENTS/MEMBER UPDATES:** *Information sharing among members on topics of general interest related to the Olympic Discovery Trail (ODT), Olympic Adventure Trail (OAT), other County trails, or about trails.*

**E. TRAIL PROJECT AND MAINTENANCE REPORTS**

1. ODT improvement/expansion project updates.
  - a. ODT-Forks to La Push Project Update
    - i. RCO Grant Time Extension Request
  - b. RAISE Grant Update
  - c. OAT-Whiskey Creek Bridge Replacement and Improvement Project
    - i. Clallam County Lodging Tax Grant Application
    - ii. County Volunteer Crew trail improvements on east side planned new bridge.
2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports
3. County ODT/OAT Maintenance Project Reports
4. Other ODT/OAT Reports (All)

**F. DISCUSSION AND BUSINESS ITEMS**

1. Dungeness/Towne Road Levee Project
  - a. Project history
  - b. Planned road and trail facility design on top of part of relocated levee.
  - c. Discussion and possible Committee recommendation to the County Commissioners.

**G. PUBLIC COMMENT**

**H. ADJOURNMENT**

Members: Charlie Commeree (City of Port Angeles Rep., Chair), Wendy Clark-Getzin (Tribal Gov. Rep., Vice Chair), Andy Stevenson (Straits Area Citizen-at-Large Rep.), Gordon Taylor (Western Area Citizen-at-Large Rep.), Jennifer Reandeanu (Backcountry Horsemen Rep.), Judy Sarles (Backcountry Horsemen-Alt Rep.), Justin Zarzeczny (Dept. of Natural Resources), Dick Gritman (Sequim Area Citizen-at Large), Erik Rohrer (City of Forks), Bill Biery (City of Sequim), Jim Mraz (Peninsula Trails Coalition Rep.), Lorrie Mittmann (Trails Event Coordinator Rep.), Grant Herman (Olympic Peninsula Bicycle Alliance Rep.), and Liz Cusanelli (U.S. Forest Service). Ex-officio Members: Steve Gray (Clallam County Public Works Department), and Mike French (Clallam County Commissioner)

**Callam County Trails Advisory Committee (TAC)  
March 6, 2024, Meeting Minutes**

**A. WELCOME/INTRODUCTIONS:**

The meeting was called to order and conducted via video/phone conferencing.

*Members Present:* Wendy Clark-Getzin (Vice Chair), Gordon Taylor, Jennifer Reandeau, Justin Zarzeczny, Dick Gritman, Erik Rohrer, Bill Biery, Jim Mraz, Lorrie Mittmann, Grant Herman, and Liz Cusanelli.

*County Representatives:* Steve Gray, County Public Works Dept. (Ex-officio TAC member)  
Mike French, County Commissioner

*Guests:* Judy Sarles, Backcountry Horseman of Washington, Peninsula Chapter; Jeff Bohman, Peninsula Trails Coalition (PTC) Board President; and Rich James, PTC Board Member.

**B. MODIFICATIONS/ADDITIONS TO AGENDA:** Member Biery requested adding an agenda item for the TAC to consider a letter to the County Commissioners in favor of the Dungeness Levee trail only option. This item was added for discussion as Agenda Item F3.

**C. APPROVAL OF MINUTES:** The minutes of February 7, 2024, were approved with no objections.

**D. ANNOUNCEMENTS:**

- Member Herman inquired whether the TAC had any formal or ongoing relationship with state parks related to the Miller Peninsula Park trail system. Member Gray indicated there is no current active Committee discussion with state parks.
- Member Mittmann noted the upcoming 80-mile Frosty Moss Relay on Saturday, March 16 that follows the Olympic Discovery Trail (ODT) and Olympic Adventure Trail (OAT) from the Camp Creek Trailhead to Blyn.
- Vice Chair Clark-Getzin reported that the Jamestown S' Klallam Tribe was invited to participate in the City of Sequim comprehensive plan update and will be involved in other local jurisdiction comprehensive plan updates. Suggested TAC may want to keep an eye on local comprehensive plan updates.

**E. TRAIL PROJECT AND MAINTENANCE REPORTS**

**1. ODT improvement/expansion project updates:**

- ODT-Forks to La Push: Member Gray provided the following project related reports:
  - The County Commissioners acted on February 20 to issue a Request for Qualifications for engineering services for the multi-user trail bridge crossing over the Calawah River from the Forks Calawah River Park. Statement of qualifications are due by March 29 and consultant interviews targeted for April 11.
  - The lead Rayonier representative the County has been working with for purchase of trail corridor will be in the Forks area this week to look at the trail route and plans to get back to the County in a couple of weeks.
  - Public Works continues to work with Timberland Team LLC to acquire approximately 0.5-mile of the ODT trail corridor along SR 110. The landowner continues to support working towards selling a trail corridor to the County but is first waiting for a decision on County permits for their site development plans.

- Public Works will be requesting an extension of the County's state Recreation Conservation Office grant for ODT-Forks to La Push trail corridor acquisition. Public Works also has a \$500,000 County Lodging Tax Grant to assist for trail corridor acquisition.
- Member Zarzeczny noted that Marbled Murrelet special habitat is mapped on the Dept. of Natural Resources (DNR) property located in the planned trail corridor west of the Bogachiel Bridge crossing. The impact may be that the trail through this area may need to be in SR 110 right-of-way. He will send Member Gray the habitat map.

Member Gray noted he had a recent meeting with City of Forks and Quileute Tribe staff on potential coordination on RAISE grant projects between the County-City-Tribe.

- RAISE Grant Update: Member Gray reported that the City of Port Angeles held a RAISE project meeting on February 28. The focus of the meeting was on a draft project agreement between the US Department of Transportation (USDOT), Washington State Department of Transportation (WSDOT), and the 14 grant subrecipients for the 34 projects. The latest is likely a three-to-four-month process to execute the Agreement. Discussion followed.
- Sub-Committee work on ODT Trail Alternatives across DNR lands north of Joyce: Member Gray reported that the subcommittee conducted a site visit on February 22. The focus of the site visit was on two potential route alignments on the DNR land between Camp Hayden Road and Crescent Beach Road. Andy Stevenson, Lorrie Mittmann, and Steve Gray from the TAC participated. Rich James, PTC Board, also attended. The subcommittee plans to conduct another site visit in March/April. Discussion followed.

## **2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports:**

The County volunteer crew led by Jeff Ralston held two Olympic Adventure Trail (OAT) work parties during February with a continued focus on tread/drainage improvements. Trail segments worked included between OAT Milepost 2.75 to 4.0. Work included hauling and spreading crushed rock in certain sections. Two other scheduled work parties were cancelled due to the weather.

## **3. County ODT/OAT Maintenance Reports:**

The Clallam County Trail Maintenance/Volunteer Coordinator conducted 8 ODT and 9 OAT field workdays in February performing a variety of maintenance activities.

## **4. Other ODT/OAT Reports:**

Member Taylor reported doing similar maintenance work as County including surface sweeping, blowing, and tree clearing. PTC is coordinating work party activities with Jeff Ralston at County to avoid duplication.

## **DISCUSSION AND BUSINESS ITEMS:**

### **1. City of Port Angeles ODT and Other Bike/Ped. Project Reports**

Tim Tucker, Port Angeles Parks and Recreation Manager, reported on: ODT Waterfront Completed Repair and Improvement Projects; plans and general schedule to address recent major storm damage to the waterfront trail; budget and expenditures spent on waterfront trail repairs; existing and needed permits to address waterfront trail repairs; City RAISE grant ODT projects; Race Street Complete Street Project; Marine Drive rehabilitation and resurfacing project (will not include ODT section); and other trail related reports. Committee and public questions and discussion with Mr. Tucker followed.

## **2. OAT-Whiskey Creek Bridge Replacement and Improvement Project Design Concept**

Member Gray reviewed the history and status of the deteriorating log bridge crossing of Whiskey Creek. He noted the new crossing will be at the current stock crossing just downstream of the log bridge crossing and be a multi-user bridge crossing, including for equestrian crossings. The design concept is for a 60-foot long by 6-foot-wide bridge fiber reinforced polymer bridge. Bridge installation will be assisted by volunteer labor and possibly also with chain gang help. Estimated cost of materials and delivery is \$85,000.

The County Public Works Department will be submitting a lodging tax grant for the bridge costs. The application deadline is March 15. Member Gray requested the Committee approve him to draft a letter of support on behalf of TAC to support the project grant application. Member Taylor motioned to support drafting the letter of support. The motion was seconded by Member Hermann and passed with all in favor. A letter of support for the project has already been received from the Peninsula Trails Coalition. Member Mittmann noted that her trail event business Peninsula Adventure Sports will also be providing a letter of support. Member Zarzeczny shared information related to similar bridges recently ordered by the Dept. of Natural Resources. Discussion followed, including identifying the need also for improvements to the switchbacks on the east side of the planned new bridge to support equestrian trail users.

## **3. Dungeness/Towne Road Levee**

Member Biery requested the TAC support maintaining the existing Dungeness River levee trail as a trail only and explained his rationale for the request. Member Gray shared a map showing the project area and current concept of the road and trail design on top of the relocated levee that is found on the County's project web page. Considerable discussion followed. Member Taylor motioned to table further discussion to the April meeting. The motion was seconded by Member Mittmann and was passed with no opposition.

**F. PUBLIC COMMENTS:** None

**G. ADJOURNMENT:** The meeting was adjourned at approximately 3:00 p.m.

Item E.l.a.c.)



## Clallam County Public Works Department

223 E. Fourth St., Suite 6  
Port Angeles, WA 98362-3000

360-417-2290 Fax: 360-417-2513 E-mail: [steve.gray@clallamcountywa.gov](mailto:steve.gray@clallamcountywa.gov)

March 26, 2024

Andrea Hood  
Recreation and Conservation Office  
P.O. Box 40917  
Olympia, WA 98501

Sent via Email

RE: Request a One-Year Time Extension for Olympic Discovery Trail – Forks to La Push Trail Corridor Acquisition Project (Project #: 20-1494)

Dear Andrea,

Clallam County is asking for a one-year time extension for our trail corridor acquisition project until June 30, 2025. Below is a further summary of accomplishments, what is still left to accomplish, and reasons for the delay to support our extension request.

### WORK SITE #1

#### **Department of Natural Resources (1 Parcel): ~ 0.5-mile Trail Corridor Easement Acquired (2023)**

The County purchased a 150-foot wide by approximately 0.5-miles long trail corridor easement from the Washington State Department of Natural Resources (DNR) across this parcel. This purchase represents an important milestone for the planned ODT-Forks to La Push segment because it is the first “footprint” of the ODT trail corridor secured along the ~ 11-mile SR 110/La Push Rd corridor between US 101 and the Olympic National Park (ONP) boundary. The County is in process of receiving the update review appraisal to complete the required documentation package needed for grant reimbursement on this property purchase.

#### **Rayonier Forest Resources (20 Parcels): ~ 6.5-mile Trail Corridor**

##### *Accomplishments*

Clallam County has been in active negotiations with Rayonier Forest Resources (20 Parcels) in Work Site #1 for approximately 6.5 miles of trail corridor. These negotiations have spanned over two years, including six meetings, email correspondence, phone calls, and several appraisals and appraisal updates. These negotiations have also included review of several iterations of a Draft Purchase and Sales Agreement (PSA) addressing Rayonier concerns related to access to their property and continued forest management operations adjacent to the trail corridor. A key focus area of the PSA is language pertaining to Rayonier reserving easement rights across the over six miles of trail corridor. Another area of focus was provisions and language requested by Rayonier

related to the need for occasional temporary trail closures to address potential forest management/trail user conflicts during active forest management activities (e.g., spraying) adjacent to the trail corridor. A revised draft PSA related to the reserved easement language was presented to Rayonier in November 2023. Following agreement on the draft PSA the next step was to conduct a new update appraisal and review appraisal.

#### *Reasons for Delay*

As described above, the main reason to date for the delay in acquisition of the trail corridor was related to working with Rayonier on their concerns and on purchase price. However, last week on March 22, the County received notice from Rayonier that they are proceeding to sell all their Clallam County landholdings totaling ~ 115,000 acres, including the trail corridor area we have been negotiating to purchase. Rayonier indicated they will be announcing the sale this week (Week of March 25) and due to the pending sale have currently paused all other land transactions at this time. Rayonier anticipates a summer/fall closing on the property sale.

Clallam County's requested grant time extension is needed to complete trail corridor acquisition across these properties. The next step will be to evaluate all the County options for acquisition and purchase from the current owner (Rayonier) and, if needed, open negotiations with the new landowner.

#### **Timberland Team LLC (2 Parcels): ~ 0.6-mile Trail Corridor**

#### *Accomplishments*

Clallam County has been in active negotiations with the landowners for approximately 0.5-mile of trail corridor across the frontage of their two parcels along SR 110. These negotiations have spanned over two years, including several meetings, email correspondence, phone calls, and several appraisals and appraisal updates. A recent March 4 email from the landowner noted they will be willing to work on facilitating a trail corridor purchase following a decision on their pending development proposal.

#### *Reason for Delay*

A primary reason for the delay is the landowner's desire to first finalize their site development plans. The landowner is in the process of obtaining County permits to support those plans, including a zoning conditional use permit. The permit decision will inform the landowner on the available width of trail corridor along their property frontage that they can sell to the County while still meeting their development plans. As noted in their recent email, the landowner still hopes to facilitate the County's 150-foot-wide trail corridor purchase but is waiting for the decision on their development permits. The landowner is also open to a trail corridor width less than 150-wide if needed. A 100-foot width has been discussed.

Clallam County's requested grant time extension is needed to complete the trail corridor acquisition across this property. The County anticipates reopening negotiations with the landowner following the decision on their zoning permit application expected by the end of April.

**WORK SITE #2**

**Department of Natural Resources (2 Parcels): ~ 0.5-mile Trail Corridor**

The County has had preliminary discussions with the DNR regarding the trail route across these two properties. The DNR has indicated their ownership in the proposed trail corridor area containing Marbled Murrelet Habitat that will need to be considered related to a new trail route.

FHWA-Western Federal Lands (WFL) is the lead agency for the design and construction of the trail corridor for the ODT-Forks to La Push route under a Federal Lands Access Program (FLAP) grant awarded to Clallam County. WFL is conducting environmental and NEPA review of the trail corridor and route alternatives.

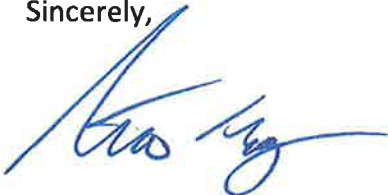
Clallam County's requested grant time extension is needed to work with both DNR and FHWA-WFL to address trail route location across the DNR property (spans both sides of SR 110). FHWA-WFL NEPA review will help to inform trail corridor location, including the possibility of locating the trail through DNR ownership in the WSDOT right-of-way.

**Rayonier Forest Resources (3 Parcels): ~ 1.6-mile Trail Corridor**

Rayonier Forest Resources sold the lands associated with these three parcels that span both sides of SR 110. The new owner is Ecotrust Forests III LLC. The representative for the forest management company that manages these properties for the new landowner reached out to the County in late-2023. Based on those discussions, the new landowner is interested in working with the County on the trail corridor route across their properties. The next step for the County is to work with landowner for right-of-entry access and with FHWA-WFL on preliminary route alignment based on the results of their NEPA review of the trail corridor through these three properties.

Clallam County's requested grant time extension is needed to work with the new landowner to negotiate a trail corridor purchase. We also need the time for FHWA-WFL environmental review and NEPA process to assess route alternatives across the property.

Sincerely,



Steve Gray  
Deputy Director



Item E.1c



**LODGING TAX FUNDING APPLICATION  
2024**

**GUIDELINES**

Clallam County lodging tax paid by visitors is a consumer tax on lodging charges for periods of less than 30 consecutive days for hotels, motels, rooming houses, private campgrounds, RV parks, and similar facilities within the unincorporated areas of Clallam County.

This application is for applicable large-scale events, projects or infrastructure improvements only. Minimum grant is \$5,000. Marketing requests should be directed to the Olympic Peninsula Visitor Bureau (OPVB) Tourism Enhancement Grant program.

**I AMOUNT of Lodging Tax Requested: \$ 84,000**

**II Agency/Organization Name: Clallam County Public Works**

Organization is  Government Entity  501(c)3  501(c)6  Other  
Federal Tax ID No. 91-601298 UBI Number 054 004 559

**III Project/Activity/Event: Olympic Adventure Trail (OAT) – Whiskey Creek Bridge Replacement and Improvement Project**


**IV Representative Contact Information:**  
Name, Title Steve Gray, Deputy Director Public Works  
Mailing Address 223 E. 4<sup>th</sup> Str., Suite 6, Port Angeles, WA, 98362  
Phone(s) 360-417-2290  
Email steve.gray@clallamcountywa.gov

**V Service Categories, check all applicable:**

- Tourism Promotion/Marketing (individual marketing request, contact OPVB)
- Operation of a Special Event/Festival designed to attract tourists
- Operation of a Tourism-Related Facility owned or operated by Non-Profit Organization
- Operation and/or Capital Expenditure of a Tourism-Related Facility owned by a Municipality

**CERTIFICATION**

- I am the authorized agent of the Agency/Organization applying for Lodging Tax funding. I understand and affirm that:
- If awarded, my organization intends to enter into a contract with Clallam County and meet all specified requirements of that contract.
- My Agency/Organization is required to submit a report documenting economic impact results in a format determined by Clallam County.

  
Signature

Date: 03/14/2024

Steve Gray  
Print or Type Name



## **LODGING TAX APPLICATION – REQUIRED SUPPLEMENTAL QUESTIONS**

*(You may use this Supplemental Questions form or type the questions and answers on separate sheets)*

1. How will the project/program help increase the number of people traveling to Clallam County for business or pleasure on a trip?

The Olympic Adventure Trail (OAT) – Whiskey Creek Bridge Replacement and Improvement project is located near Milepost 18 along the approximately 25-mile trail OAT route. The mostly single-track, natural tread OAT route traverses state forest land in the Olympic foothill area that begins at the trailhead just west of the SR 112 Elwha River Bridge and connects to the Olympic Discovery Trail (ODT)-Spruce Railroad Trail segment in Olympic National Park. Attachment 1 shows the OAT route, project location and the connection to and proximity of the OAT to the paved, shared use ODT.

As shown in the photos found in Attachment 2, the OAT-Whiskey Creek crossing consists of (1) a large diameter, single log bridge crossing with a narrow deck and railings built on top of the log; and (2) a separate at-water stock/equestrian crossing just downstream from the log bridge. The log crossing is barely suitable for one way hiker and biker traffic, and not suitable for equestrian use. The log is rotting and beginning to fail. In addition, Whiskey Creek has been actively eroding the east bank under the log.

To address these challenges, the proposed bridge replacement is for a six-foot-wide durable fiberglass bridge at the existing stock crossing that will support all trail users, including equestrians. It will span the full floodplain width and active channel erosion areas to help ensure a long lifespan and avoid stream impacts. The key advantage of a fiberglass type bridge is that it is comprised of segments that are lightweight enough to be transported along the trail corridor to this remote site and that can be installed without any large equipment or special tools. Trail volunteers will assist with the installation. The photos in Attachment 3 provide an example of what the proposed bridge replacement will look like.

The OAT and related trail events are promoted as one of the County's recreational attractions to bring new visitors to Clallam County and for previous visitors to return. The popularity of the OAT to attract visitors throughout the year continues to grow both in terms of general recreational usage for those who want to ride, run, or walk on the trail to those seeking the fun or spirit of competition of an OAT event. The importance of the OAT for attracting visitors and the need for this bridge replacement can be seen in the attached letters of support from Peninsula Adventure Sports (Attachment 4), Peninsula Trails Coalition (Attachment 5), and the Clallam County Trails Advisory Committee (Attachment 6).

2. How will the project/program help increase paid overnight accommodation in Clallam County?

The OAT is a single-track, mostly natural tread trail that creates a highly sought after unique and challenging recreational experience in a natural setting for mountain bikers, hikers, runners, and equestrians. The proposed bridge replacement will ensure a year-round, safe creek crossing for all trail users. A new bridge at this location is especially important to trail users during the rainy season when creek flows are high and fast flowing and to support shoulder season OAT events and use.

The OAT is popular and promoted to attract visitors. Allowing it to fall into disrepair would hurt current and future promotion. Maintaining the OAT and keeping all segments open will continue to attract new visitors and to encourage return visits that will result in overnight accommodation in the County.

3. How will the project/program encourage visitors to come from a distance greater than 50 miles, either for the day or for an overnight visit? If so, please describe how.

Lodging tax grant funding has supported ongoing efforts by the Olympic Peninsula Visitor Bureau and others to promote the OAT/ODT and associated trail events that attract new and returning visitors to Clallam County. This project will make needed infrastructure improvements to support future new and return visitors to the attraction of the OAT.

4. How will the project/program encourage visitors to come from another country or state?

See response to Question #3 above.

5. If the project/program is an event, please provide the name, date(s) and estimated attendance.

This is an infrastructure improvement project that is needed to support both current and future events on the OAT. The OAT supports events throughout the year. For example, the following annual running events that are scheduled on the OAT for 2024 need a functional bridge crossing of Whiskey Creek: Frosty Moss Relay Run (March 16, 2024), OAT Run (April 13, 2024), and Great OAT Run (September 7, 2024). The Frosty Moss Relay typically has over 300 participants each year. According to the recent (March 13) Peninsula Daily News Article, the March 16 Frosty Moss Relay is expected to have a total of 356 participants. The OAT Run typically has over 400 participants. In addition to the OAT being used for these running events, it is also being used in ultra-long distance bicycle events. Attachment 4 contains more information about annual OAT events.

**6. 2024 Tourism-Impact Estimate**

(Actual must be completed by applicants who had a Clallam County Lodging Tax Contract in 2023)

State law governing the distribution of lodging tax funds requires they be used primarily to encourage visitors from out of the area, so do your best!

As a direct result of your proposed tourism-related service, please provide:	2024 Estimate	2023 Actual	Methodology
a. Overall attendance at your event/activity/facility	31,200 (see note)	See Note	Estimate
b. Number of people who travel more than 50 miles for your event/activity/facility	4,680	See Note	Estimate
c. Of the people who travel more than 50 miles, the number of people who travel from another country or state.	700	See Note	Estimate
d. Of the people who travel more than 50 miles, the number of people who stay overnight in the unincorporated Clallam County area.	2,800	See Note	Estimate
e. Of the people staying overnight, the number of people who stay in PAID accommodations e.g. hotel, motel, bed-breakfast, RV park, in the unincorporated Clallam County area.	1,400	See Note	Estimate
f. Number of paid lodging room nights resulting from your event/activity/facility.	700	See Note	Estimate

*\*Note: Trail user counters are installed along the Olympic Discovery Trail (ODT) but not currently along the Olympic Adventure Trail (OAT). The prior award in 2023 was for the ODT and not the OAT. No actual numbers were put in the 2023 column above for this reason. The overall OAT attendance is estimated at an average of 600 users a week, which is likely conservative. Summer weekends and trail events will bring in more users.*

**7. Is there a host hotel for your event? If yes, please identify.**

The OAT supports multiple events throughout the year (Attachment 4). Many visitors participating in trail events stay in local hotels and other local lodging establishments.

**8. Describe the prior success of your event/activity/facility in attracting tourists.**

See Attachment 4 regarding current annual OAT events held throughout the year.

9. Describe your target tourist audience (location, demographics, etc.)

The OAT offers residents and visitors of all ages recreational opportunities for mountain biking, hiking, running, and horseback riding whether on own, in a group, or participating in an OAT event. The OAT is also a part of popular route used by bike packers travelling across Clallam County and became a listed route in Bikepacking online magazine (see Attachment 4 for web links). It is also featured in blogs such as Two Wheeled Wanderer and the Mountaineers (see Attachment 4 for web links.)

10. Describe how you will promote your event/activity/facility to attract tourists.

The OAT is promoted by the Olympic Peninsula Visitor Bureau, local Chambers of Commerce, trail event organizers, the Peninsula Trails Coalition, and others. Visitors have come to Clallam County to experience the OAT on their own or to participate in trail events because of marketing by these organizations.

11. Describe how the event/activity/facility will help promote lodging establishments, restaurants, and businesses located in the unincorporated area of Clallam County.

The OAT and ODT draw thousands of visitors annually to Clallam County for both day and multi-day trips. Visitors also participate in trail running and biking events held annually throughout the year. Many of the promotional web sites, brochures, and other trail information promote area lodging and businesses.

12. Are you applying for Lodging Tax funds from another community (yes or no)? If yes, attach a copy of the other jurisdiction(s) application(s).

No.

13. What is the overall budget for your event/activity/facility? \$ 84,000  
What percent of the budget are you requesting from Clallam County Lodging Tax Fund? 100% (see response to question 14)

14. Please describe your plans for securing the remainder of the funds necessary to complete your event/activity/facility.

Hauling in bridge materials and the installation/construction of the bridge on-site will be done with the assistance of trail volunteers. Any cost overruns will be paid for by the Public Works Department or other funding that can be secured.





**Warning**  
 This map shows the separate horse trail between MP 20 and 21. The OAT shown here is restricted to hikers and cyclists between the logging road/singletrack intersection near MP 21 and Field Creek, near MP 20. The County established the split trail here (the equestrian path follows logging roads) because the "main" route is too narrow and the tread is too soft to support horse traffic safely.

**Warning**  
 Waterline Road has logging truck traffic during harvesting season.

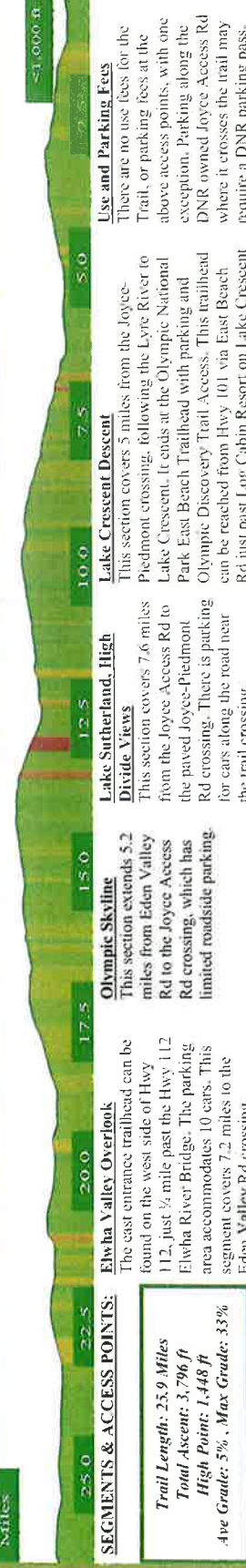
Map Courtesy of Randy Washburne  
 Trail Signs - Courtesy of Peninsula Adventure Sports

**Legend**

- Paved Road
- Unpaved road
- Olympic Discovery Trail
- Trail on paved road
- Trail on unpaved road
- Single-track trail
- Camping
- Dining, deli, or coffee
- Groceries
- Parking
- Picnic Table
- Restroom

Website Go To

Please Help Us Produce These Great Maps  
**DONATE!**



**SEGMENTS & ACCESS POINTS:**

**Trail Length:** 23.9 Miles  
**Total Ascent:** 3,796 ft  
**High Point:** 1,448 ft  
**Ave Grade:** 5% , **Max Grade:** 33%

**Elwha Valley Overlook**  
 The east entrance trailhead can be found on the west side of Hwy 112, just 1/4 mile past the Hwy 112 Elwha River Bridges. The parking area accommodates 10 cars. This segment covers 7.2 miles to the Edon Valley Rd crossing.

**Olympic Skyline**  
 This section extends 5.2 miles from Edon Valley Rd to the Joyce Access Rd crossing, which has limited roadside parking.

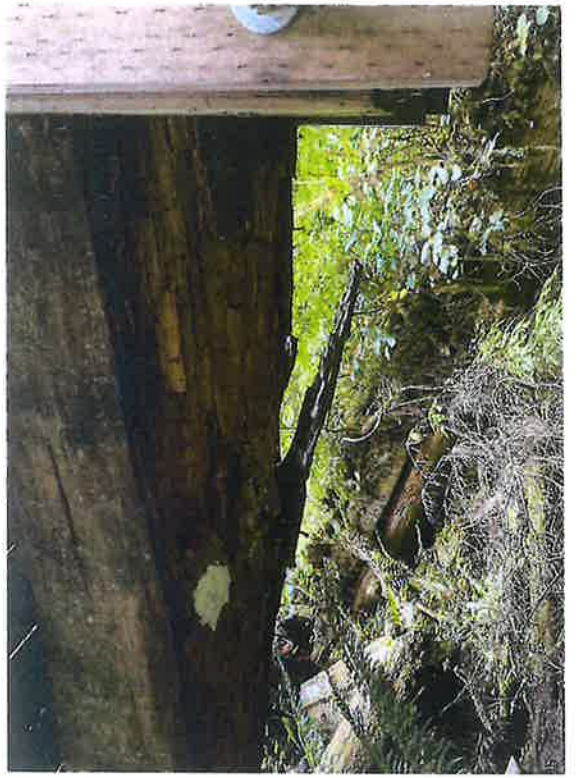
**Lake Sutherland, High Divide Views**  
 This section covers 7.6 miles from the Joyce Access Rd to the paved Joyce-Piedmont Rd crossing. There is parking for cars along the road near the trail crossing.

**Lake Crescent Descent**  
 This section covers 5 miles from the Joyce-Piedmont crossing, following the Lyre River to Lake Crescent. It ends at the Olympic National Park East Beach Trailhead with parking and Olympic Discovery Trail Access. This trailhead can be reached from Hwy 101 via East Beach Rd just past Log Cabin Resort on Lake Crescent.

**Use and Parking Fees**  
 There are no use fees for the Trail, or parking fees at the above access points, with one exception. Parking along the DNR owned Joyce Access Rd where it crosses the trail may require a DNR parking pass.



Olympic Adventure Trail – Current Whiskey Creek  
Log Crossing – Attachment 2





# Attachment 3 Example of Proposed Bridge Replacement Design







March 9, 2024

I am writing in support of an LTAC award for the OAT-Whiskey Creek Bridge Replacement and Improvement Project. When the trail was first built between 2004 and 2011, it wasn't clear how popular it would be. Over time, the Olympic Adventure Trail (OAT) has become cherished in the trail community, widely known in the region (including Vancouver Island), and has hosted numerous endurance events.

I personally produce two very popular trail races on the Olympic Adventure Trail. One is Frosty Moss Relay which has over 300 participants each year. The other is OAT Run which has over 400 participants. One of the highlights of the races is the scenic area of Whiskey Creek, the only major creek crossing on the OAT. Right now as it stands, I do worry about the bridge structure given its age and current condition, with the heavy traffic it sees on race days. My first priority for my runners is safety, so I am looking forward to this bridge being replaced as soon as possible.

In addition to being used for these running events, it is also being used in ultra-long distance bicycle events:

XWA (Cross Washington Mountain Bike race/ride):

<https://crosswashington.weebly.com/grand-depart.html>

The Olympic 420 Adventure:

<https://www.olympic420.com/>

And the Olympic Gravel Circumnavigation

The OAT has become extremely popular in the bikepacking community. This is bicycle touring, with the name bikepacking being used typically when referring to overnight bike trips that are off-road. I first noticed the start and rapid increase in bikepacking on the trail when it had a feature article and became a listed route in Bikepacking online magazine:

<https://bikepacking.com/routes/olympic-adventure-route/>

It is listed also on popular trail information websites such as Trailforks, RideWithGPS, and Strava.

And featured in Blogs such as the Two Wheeled Wanderer:

<https://www.twowheeledwanderer.com/posts/olympic-discovery-trail-adventure-route-biking/>

The Mountainers:

<https://www.mountaineers.org/activities/trip-reports/bikepack-olympic-discovery-trail-olympic-adventure-route>

And also Video Blogs such as:

[https://youtu.be/U1tmX7N\\_zzc?feature=shared](https://youtu.be/U1tmX7N_zzc?feature=shared)

As you can see, it is imperative that the Whiskey Creek Bridge be replaced, and the sooner the better! Without it, the route will be bisected and not able to be used for great events and adventures that bring athletes to the area, who support our tourism economy. Please award the full amount requested for this project.

Best Regards,  
Lorrie Mittmann  
Race Director and Owner  
Peninsula Adventure Sports  
(360)775-4620



Spearheading the Vision of the Olympic Discovery Trail since 1988

P.O. Box 1836, Port Angeles, WA 98362  
info@olympicdiscoverytrail.org  
OlympicDiscoveryTrail.org



Mr. Steve Gray, Deputy Director  
Clallam County Public Works Dept.  
Clallam County Courthouse  
223 E. 4<sup>th</sup> St.  
Port Angeles, WA. 98362

4 March 2024

Dear Mr. Gray

The Peninsula Trails Coalition (PTC) is in full support of the County's efforts to replace the Whiskey Creek Bridge on the Olympic Adventure Trail (OAT) and we urge the Lodging Tax Advisory Committee to approve funding for this high priority project along the OAT. The existing bridge has served its full lifespan and the spruce log which supports the bridge deck is rotting and beginning to fail. Your department's plan to replace the current structure with a more durable fiberglass bridge that can be carried to this remote area and assembled on site is just the right response to the problem. This is a commendable approach to the serious safety risk presented by the current aging structure. And we are particularly pleased that the new bridge will span the full floodplain width of Whiskey Creek, reducing environmental and stream impacts of the current structure.

The Lodging Tax Advisory Committee likely is already aware that there are many events held on the Olympic Adventure Trail which bring participants to Clallam County from throughout the Northwest and British Columbia where they utilize our lodging industry, eat at local restaurants and shop in area retail stores. These events include the Frosty Moss, the Olympic Adventure Trail (OAT) Run and the Great Olympic Adventure Trail (GOAT) Run to name of few.

The Peninsula Trails Coalition strongly encourages the Lodging Tax Advisory Committee to fund the full amount of the Public Works Department's replacement of the Whiskey Creek Bridge, allowing the Olympic Adventure Trail to continue to be the site of running and bicycling events and daily health preservation activities. As further indication of our keen interest in having the project funded, the Peninsula Trails Coalition will be glad to assist the County when it comes time to install the new bridge utilizing the resources of our core of dedicated volunteers. We have a substantial volunteer workforce that will be very happy to help work on another project to improve the quality, and safety, of "their" trail!

Please pass along our heartiest support to the Lodging Tax Advisory Committee. Thank You.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey R. Bohman". The signature is fluid and cursive.

Jeffrey R. Bohman, Board President  
Peninsula Trails Coalition



## Clallam County Trails Advisory Committee

March 13, 2024

Dear Lodging Tax Advisory Committee:

The Clallam County Trails Advisory Committee strongly supports the application by the Clallam County Public Works Department for the Olympic Adventure Trail (OAT) – Whiskey Creek Bridge Replacement and Improvement Project. This approximately 25-mile trail route through state forest land in the Olympic foothill area starts at the trailhead just west of the SR 112 Elwha River Bridge and connects to the Olympic Discovery Trail)-Spruce Railroad Trail segment in Olympic National Park creating a unique and challenging recreational experience for mountain bikers, hikers, runners, and equestrians.

Annual trail events held on the OAT such as the Frosty Moss, the OAT Run, and the Great OAT Run attract out of County visitors that stay at local lodging and frequent local businesses. The OAT is also a part of the popular route used by bike packers traveling across Clallam County.

The current OAT-Whiskey Creek crossing consists of a large diameter, single log bridge crossing with a narrow deck and railings built on top of the log; and (2) an at-water stock/equestrian crossing just downstream from the log bridge. The log crossing is barely suitable for one way hiker and biker traffic, and not suitable for equestrian use. The log is rotting and beginning to fail. In addition, Whiskey Creek has been actively eroding the east bank under the log.

To address these challenges, the proposed bridge replacement is for a six-foot-wide durable fiberglass bridge at the existing stock crossing that will support all trail users, including equestrians. It will span the full floodplain width and active channel erosion areas to help ensure a long lifespan and avoid stream impacts. The key advantage of a fiberglass type bridge is that it is comprised of segments that are lightweight enough to be transported along the trail corridor to this remote site and that can be installed without any large equipment or special tools. Trail volunteers will assist with the installation.

The proposed bridge replacement will help ensure a year-round, safe creek crossing for all trail users. A new bridge at this location is especially important to trail users during the rainy season when creek flows are high and fast flowing and to support shoulder season OAT events and use.

Please support funding this important trail infrastructure improvement.

Sincerely,

Wendy Clark-Getzin, PE

Clallam County Trails Advisory Committee, Vice-Chair

# ATTACHMENT 7

## Clallam County Public Works Department

### Olympic Adventure Trail – Whiskey Creek Bridge Replacement and Improvement Project

#### Project Budget

#### 2024 LTAC Funding Request

Clallam County Public Works is requesting \$84,000 of 2024 Lodging Tax funding to support the Olympic Adventure Trail – Whiskey Creek Bridge Replacement and Improvement Project based on the project budget below. Trail volunteers will assist the Public Works Department on the hauling of bridge components and other materials to the remote project site and to install/construct the bridge.

#### Project Budget

Project Component	Estimated Cost	Other
Bridge Structure	\$57,000	
Delivery of Bridge Structure	\$15,000	
Bridge Decking	\$4,000	
Bridge Rail	\$2,100	
Gabion Baskets	\$650	
Quarry Spalls	\$1,000	
Staff (permitting, construction management)	\$4,250	
Volunteer Labor		Estimated at 240 – 320 total hours
<b>2024 LODGING TAX GRANT REQUEST</b>	<b>\$84,000</b>	



CLALLAM COUNTY  
Department of Community Development  
County Courthouse  
223 E. 4th St., Suite 5  
Port Angeles, WA 98362-3015  
Phone: (360) 417-2323  
Fax: (360) 417-2443

Item F.1

[bruce.emery@clallamcountywa.gov](mailto:bruce.emery@clallamcountywa.gov)

March 27, 2024

Board of Clallam County Commissioners

RE: Lower Dungeness River Floodplain Restoration & Levee/Road Realignment Project, Historic Update and Project Bid Documents

Dear Honorable Commissioners,

Attached for your review are the final engineered plans and contract provisions for the completion of the Lower Dungeness River Levee, also known as the Town Road Levee. As a precursor to this discussion, staff was made aware of your desire for a brief summary of the history leading to this point in the project.

### **Background**

Towne Road (County Road Number 52220) is a 2.85 mile long through County Road connecting Old Olympic Highway to Anderson Road. It is one of 4 north-south roads that serve the greater Dungeness area. The road has been maintained by Clallam County for at least 110 years, over 50 years before the US Army Corp of Engineers transferred the Lower Dungeness Levee to the County for operation and maintenance in 1964. It is considered a component of the Regional Road Network in the Clallam County Comprehensive Plan—a network that is considered by the Plan as complete.

The need for a setback levee was recognized for decades and ultimately the setback levee was planned to be located east of the original Towne Road alignment. This necessitated exploring the fate of Towne Road as a through route. In 2015 the topic was addressed at a very well attended publicly advertised meeting in Sequim. Public comment was sought, received, and considered. The subsequent design included maintaining the existing through road (Towne Road) relocated to the top of the setback levee consisting of a paved, two-lane road with four-foot paved shoulders. This design was originally permitted by the U.S. Army Corps of Engineers (ACOE) in 2020.

A priority for Clallam County was to maintain public access to Towne Road and to the river for as long as feasible during the construction process. To that end the project was to be constructed in two phases, with new Towne Road constructed during Phase 2 before decommissioning old Towne Road or removing the old levee.

In the spring of 2022, the Jamestown S'Klallam Tribe breached the levee on their River's Edge site, upstream from the County project site. The breach required that Clallam County's project schedule be modified to assure that the community would not be vulnerable to flooding. Clallam County declared a state of emergency to address the flood potential and to allow the emergency, expedited construction schedule of the County levee project. Flood protection was a priority without regard to traffic and access to the river. The County completed the flood protection project prior to the winter season but was forced to close public access to Towne Road. At this same time, the Tribe contracted and paid for removal of the old levee that was to be a part of the County project which was greatly appreciated from a cost and partnering standpoint. That commitment was significant, on the order of a Million dollars.

Over the winter and early spring of 2023, the public began accessing Town Road on top of the County setback levee for recreational use. Soon, the Board of County Commissioners began to receive vocal and written support for maintaining the levee surface as a recreational-only surface. As a result of this support, in March of 2023, the Board of Commissioners refrained from moving the road construction project to bid.

To assess the recreational potential of the 0.78 miles of levee surface designated for Towne Road and gauge public support, the County Commissioners developed four levee surface options for the Levee, including: 1) construct the two-lane road as originally-approved by ACOE, 2) Construct a two-lane road and separate six-foot minimum trail surface, 3) Construct a one-lane, 16-foot road surface (south-bound only) and a 12-foot-wide pedestrian trail-surface, and 4) construct a recreation-only trail surface centered on the levee. In addition to seeking broad community comment, the Commissioners solicited input from Clallam County Sheriff, Emergency Management, Fire District 3, and others with interest in Towne Road. A widely publicized, well-attended public meeting was held on September 26, 2023. Public comment was received through October 10, 2023.

Upon considering the input of 413 emailed and hand-written comments received, during their work session on December 4, 2023, the Board of Commissioners unanimously selected Design Alternative 2 and instructed County staff to pursue this option with the project design engineer. This directive was memorialized in an oral resolution by the Board on December 26, 2023. Since that time, staff has been working with the project engineer to finalize the design and project specs for completing the road and trail surface described under Alternative 2.

### **Current Design Status**

One challenge in implementing the Alternative 2 design was how to fit the road and trail facility on the limited space provided by the constructed levee. As discussed in prior work sessions, one solution was to grade the surface to slope in one direction, away from the river side of the levee. This "monoslope" grade has allowed the designers to increase the surface width available through excavating for the monoslope. By reducing the design speed of the road to 25 mph, this road grading technique will work within



safe engineering design principles. It will also have the added benefit of routing stormwater away from the river and restored floodplains—utilizing a compost amended vegetated filtration strip (CAVFS) on the landward side of the levee, improving stormwater treatment, and avoiding point discharge locations present in earlier designs of the facility.

Under the new design, the majority of the surface will consist of a two lane road with 14 and 12-foot lanes, and a trail of eight to 12 feet improved width. There is a shorter duration of the surface (approx.. 350 lineal feet) in which the available surface is reduced, resulting in two 12-foot travel lanes and a six-foot trail surface.

Not shown on the design plans are the separation options available for keeping vehicle traffic and foot traffic safely separated. There exist two primary alternatives for achieving this separation: installation of a separator curb, or installation of a guardrail. As noted in prior discussions, the guardrail option will consume two feet of the available surface width. This will become problematic in the narrower strip identified above as an additional two feet of the road surface, trail, or combination thereof, would have to be dedicated to this use. There is also the perceived presence of the outside of the guardrail that could impact use of the pedestrian trail when compared to the lower profile of a curb. In contrast, the curb would require less space, but may give users of the trail less of a sense of separation or protection from traffic on the adjacent road surface. The trail surface itself could be elevation to match the top of the curve. This would mimic that of a city sidewalk that, given the lower traffic speed, would provide the necessary separation consistent with engineering design principles.

In considering these factors, it is staff's recommendation that the Board of County Commissioners approve the use of a curb and elevated pathway to achieve the needed traffic/pedestrian separation.

### **Bid Contract Documents**

Enclosed with the Agenda Item Summary are the Bid Contract Documents prepared in conjunction with the Engineer of Record. The County Engineer will be available to provide details and answer questions concerning the content of the bid package. It is hoped that, with the Board's concurrence, that the bid opening for the project be approved during the Board's April 9, 2024, meeting.

Thank you for your consideration on this matter. If you have any questions or need for additional information, please contact me at 360-417-2323 or at [bruce.emery@clallamcountywa.gov](mailto:bruce.emery@clallamcountywa.gov).

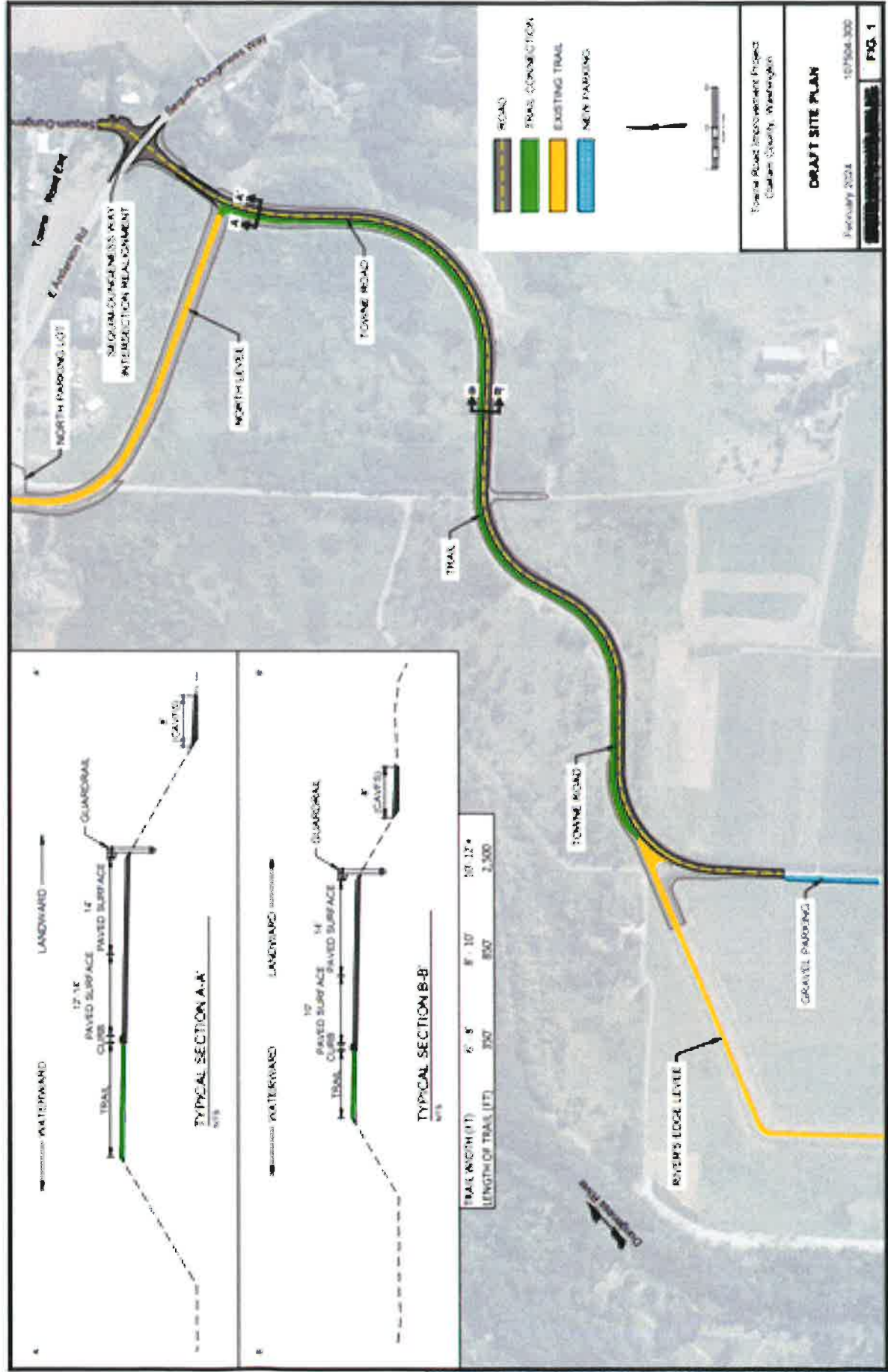
Sincerely,

Bruce Emery, Director  
Clallam County DCD

Item F.1

### Dungeness/Towne Rd Levee Concept Design

The following figure shows the project layout and includes two sectional designs representative of the narrow (Section B-B') and the wider (Section A-A') portions of the project:



Item F.1  
Provided by Bill Biery

April 3, 2024

Points for TAC discussion and recommendation to BOCC regarding trail and motor vehicle restoration for the new relocated Towne Road (aka Dungeness River Levee Trail)

Proposed letter to Commissioners Mark Ozias, Randy Johnson, and Mike French,

## WHAT:

The trail segment we are discussing is located just south of the old Dungeness schoolhouse on 2769 Towne Road in Sequim, WA.

The specific trail segment in question serves as a vital road-free trail connection between two great existing community trails - the River's Edge Trail to the south and the Dungeness Schoolhouse Trail to the north.

Currently this trail segment is free from vehicular pavement.

Where our discussion is leading:

We, the members of the Trails Advisory Committee, are united in our dedication to the enhancement of the trail network within Clallam County, with a particular emphasis on the preservation and promotion of trails that serve as vital assets to our community. We wish to express our unified stance on maintaining the integrity of the natural trail through the Dungeness River floodplain, ensuring it remains an unpaved pathway that reflects Clallam County's commitment to environmental stewardship and community well-being.

We believe the proper designation for this route is consistent with the designation of MULTI USE TRAIL or SHARED USE PATH. There are

specific design guidelines associated with each of these designations. See the attached descriptive mentions for this specific requirement.

The trail option provides maximum recreation opportunities. This option supports recent floodplain restoration and salmon habitat rejuvenation as well as guidelines in the County Comprehensive Plan. The trail concept allows residents and visitors to explore birding, wildlife habitat and our natural environment. We have an opportunity to create a lasting legacy.

In the alternative, we echo the recommendations of the Jamestown S'Klallam Tribe and the Bonneville Environmental Foundation, advocating for a three-year pause on any development to thoroughly assess the environmental impacts. Their stance, alongside the vocal support of hundreds within the community and the evident appreciation by current trail users, underscores the broad consensus for maintaining this trail as a cherished natural asset.

We strongly urge the Board of County Commissioners to prioritize the preservation of the trail through the Dungeness River floodplain as a non-paved recreational path using the designated design standards referenced herein. Such a decision will affirm Clallam County's commitment to promoting non-motorized transportation and recreation, preserving our natural heritage, and fostering a healthier, more connected community.

Thank you for your attention to this critical matter. We trust in your support to uphold the values that make Clallam County a remarkable place to live, work, and visit.

Sincerely,

[Committee Representative]  
Trails Advisory Committee (TAC)

## HOW:

### Our mission:

The Trails Advisory Committee assists the County in addressing trail and non-motorized transportation issues and needs, particularly related to the Olympic Discovery Trail (ODT), by providing recommendations to the Board of County Commissioners, the Public Works / Road Department, and other County advisory bodies on route planning, funding, maintenance, design, signage, rules, and other related areas. The Committee also serves as a forum to promote communication between various agencies and organizations working on the completion of the ODT.

### Clallam County Comprehensive Plan reference:

31.03.475

Dungeness Valley neighborhood.

(2) Critical Areas.

(b) [Policy No. 3] The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical.

### MULTI USE TRAIL design guidelines, See:

<https://www.access-board.gov/prowag/rulemaking/comparison-to-aashto-guide/>

AASHTO recommends a minimum of 10 feet for multi-use trails; however, where heavy use is anticipated, a 12 to 14-foot width is recommended. Occasionally, providing separate, parallel paths (or treads) for different users may be desirable.

<https://www.railstotrails.org/trail-building-toolbox/designing-for-user-type>

Trail designers often look to the American Association of State Highway and Transportation Officials' (AASHTO) design guidelines as the standard for multi-use trail widths. AASHTO recommends a minimum of 10 feet for multi-use trails; however, where heavy use is anticipated, a 12 to 14-foot width is recommended.

Occasionally, providing separate, parallel paths (or treads) for different users may be desirable. For example, a primary, hard-surfaced path can be provided exclusively for bicyclists, with softer shoulders set aside for pedestrians and equestrians. Single shoulders should be at least 5 feet wide, while dual shoulders (one on each side) should be between 2 and 2.5 feet wide.

[wsdot.wa.gov](http://wsdot.wa.gov). (SHARED USE PATH)

#### 1515.01 General

Shared-use paths are designed for both transportation and recreation purposes and are used by pedestrians, bicyclists, skaters, equestrians, and other users. Some common locations for shared-use paths are along rivers, streams, ocean beachfronts, canals, utility rights of way, and abandoned railroad rights of way; within college campuses; and within and between parks as well as within existing roadway corridors.

#### 1515.02(2)(a) Shared-Use Path Widths

The appropriate paved width for a shared-use path depends on the context, volume, and mix of users. The desirable paved width of a shared-use path, excluding the shoulders on either side, is 12 feet. The minimum paved width, excluding the shoulders on either side, is 10 feet.

A paved width of more than 12 feet, excluding the shoulders on either side, may be appropriate when substantial use by both pedestrians and bicyclists is expected or maintenance vehicles are anticipated.

## WHY:

The trail through the Dungeness River floodplain offers an unparalleled immersive experience that captures the essence of Clallam County's diverse landscapes, from its rich history and agricultural heritage to the breathtaking views of the Olympics and Grey Wolf Ridge. Since this over half-mile section was closed to vehicular traffic, there has been a significant increase in its usage by individuals of all abilities, highlighting its value as an inclusive and accessible natural retreat for residents and visitors alike.

One of the most commendable features of this trail is its inclusivity. The setup of the trail currently allows for inclusive access by nearly anyone, including those with wheelchairs, strollers, dog walkers, runners and joggers, bird-watching groups, children, the elderly, and more. All these types of users have been observed utilizing the trail since it was closed to vehicular traffic over a year and a half ago (November 2022 individuals began walking along the levee top as a trail). With no hills or obstacles, the trail facilitates easy enjoyment of Clallam County's essence by all residents, truly embodying a community asset that champions accessibility and inclusivity.

Preserving this trail in its current natural state is essential for numerous reasons. Outdoor exercise and trail activities are proven to offer multifaceted benefits for community health and well-being, fostering physical fitness, mental health, and social cohesion. Moreover, the natural trail supports a robust connection between the community and its natural surroundings, enhancing the quality of life for Clallam County's residents and visitors.

However, the potential conversion of this trail into a paved road raises significant concerns. Paving would not only undermine the trail's current value and the broader efforts to preserve the Dungeness River's ecosystems but also lead to habitat fragmentation, alterations affecting



local wildlife, and the introduction of pollutants. These negative impacts run counter to the principles of conservation and community well-being that we hold dear.

Reference 2 letters from the Jamestown S’Kallam Tribe  
Loni Greninger, January 30, 2024  
Wendy Clark-Getzin, October 10, 2023



January 30, 2024

Board of Clallam County Commissioners  
223 E. 4<sup>th</sup> Street, Suite 4  
Port Angeles, WA 98362

**Re: Levee surface/ Towne Rd. - Dungeness Floodplain Restoration**

Dear County Commissioners,

I write regarding the matter of whether Towne Rd. would be constructed atop the lower Dungeness levee. Our Tribal Council would like to reiterate our October 10, 2023 recommendation to delay your decision until neighborhood traffic and the demand/benefits analysis of recreational use are better understood with respect or restoring traffic access.

Jamestown stands ready to assist Clallam County with data gathering. Pending Clallam County's request and direction, we will purchase, install, and monitor a pedestrian counter along the levee. Prior to installing the counter, the 'no pedestrian access' signs should be removed. For context regarding potential use, the Tribe recorded nearly 1,000 daily pedestrian trail users at the Railroad Bridge Park in 2023 (annual count of 333,915). As a reminder, our Tribe remains willing to convey 5.1 acres of property to the County (known as the 'Transverse property', near the 0.41 acre already transferred) for trailhead parking and amenities. Additionally, Wendy Clark-Getzin, PE will be available to assist Clallam County retain a traffic study consultant to evaluate the neighborhood traffic and emergency response routes.

As you know, our Tribe has made a significant commitment to the project and has high interest in the ecological integrity of the Dungeness River floodplain and wetland mitigation sites. It is essential that any development is protective of our Treaty resources. Would you please forward the latest stormwater plan and detailed treatment criteria directly to Wendy Clark-Getzin, at [wclark@jamestowntribe.org](mailto:wclark@jamestowntribe.org)?

We look forward to continuing our great partnership.

Sincerely,

Loni Greninger, MPA  
Vice-Chair/ Director of Culture

cc: Bruce Emery, Director of Community Development, Clallam County

From the JAMESTOWN S'KLALLAM TRIBE  
1033 Old Bly Highway, Sequim, WA 98382  
FAX 360-181-4643

October 10, 2023

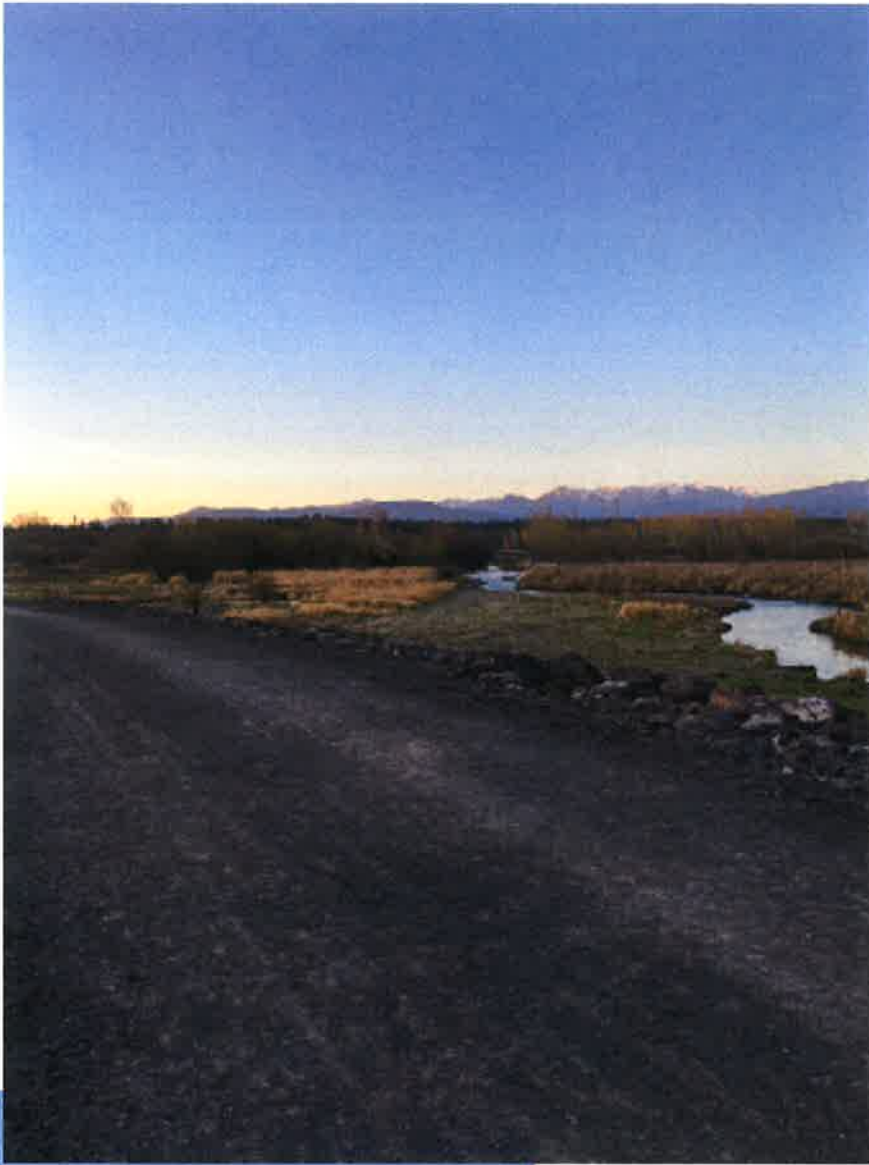
Board of Clallam County Commissioners  
223 E. 4 Street, Suite 4  
Port Angeles, WA 98362

Re: Dungeness Floodplain Restoration

Dear County Commissioners,

On behalf of the Jamestown S'Klallam Tribe, I would like to comment on the completion of the floodplain levee as it was intended to become part of the local road network. The new levee is functioning as an outdoor classroom for drawing the public close to the river and watching restoration in progress. It's the Tribe's recommendation to leave the levee incomplete for three years as a better plan transpires. A delay in future decisions to restore the local road network would give time to examine the usage as an unofficial trail and watch the functionality of the levee through storm events without concern for the proposed 2024 road investment. After the nearby neighborhood's traffic generation has been examined for level of service, better decisions can be made with three or more years of transportation data. Thank you for requesting global and community input for determining the future use of the new levee surface. For further information about this recommendation, please contact Hansi Hals, [hhals@jamestowntribe.org](mailto:hhals@jamestowntribe.org) or me [welark@jamestowntribe.org](mailto:welark@jamestowntribe.org).

Sincerely, Wendy Clark-Getzin, PE Tribal



The recent completion of levee setback projects by the Jamestown S’Klallam Tribe and Clallam County significantly contributed to floodplain restoration and salmon habitat rejuvenation and created a wonderful regional recreation amenity, all of which could be jeopardized by the development of a paved road. With a project already facing financial challenges and conflicting proposals for a road through the revitalized habitat, we emphasize the urgent need to maintain the current trail. Grave concerns arise about the potential impacts on wildlife, community safety, and the region's tourism potential. We urgently call for a balanced approach that prioritizes both environmental conservation and community needs, demanding an immediate full impact assessment before planning for any road project proceeds.

Our commitment is a plea to act swiftly, preserving the ecological balance and natural beauty of the critical Dungeness River Floodplain for the well-being of current and future generations.

The Trails Advisory Committee asks now for a representative of the Dungeness Levee Trail Advocates to present FAQs for our consideration and evaluation.

Our hope now is that the TAC will agree that our mission includes advocating for trail establishment in the entire county and recognizing the tremendous benefits for our citizens and trail users. Our goals include promoting trails such as the Dungeness Levee Trail.

Thank you for your consideration



