

**Miller Peninsula State Park Property  
Interim Trail Plan  
April 21, 2016**



Approved by

A handwritten signature in black ink, appearing to read "Don Hoch", is written over a horizontal line.

Don Hoch, Director

4-21-2016

Date

# Table of Contents



- Summary ..... 3**
- Background ..... 4**
- Plan Purpose and Scope of Work ..... 4**
- Planning Process ..... 5**
  - Overview ..... 5
  - Trail Advisory Group ..... 5
  - Diamond Point Neighborhood Meeting ..... 5
  - Public Communications ..... 6
  - Open House ..... 6
- Recommendations ..... 6**
  - Trail Management Objectives ..... 7
  - Trail Classes ..... 8
  - Trail Management Summary (*table*) ..... 11
  - Vegetation Management ..... 12
  - Interim Trail Maintenance and Construction ..... 13
  - Trail Signage ..... 14
- Implementation ..... 18**
  - Agency Review and Permitting ..... 18
  - Phases, Priorities and Funds ..... 18
  - Volunteers ..... 19
  - MOUs and Agreements ..... 19
  - Community Based Projects ..... 19
- Public Distribution ..... 19**
- Plan Duration ..... 20**
- Appendix ..... 21-24**
  - A. Initial Park Access Site Plan ..... 21
  - B. Interim Trail System Map ..... 22
  - C. Interim Trail Plan Future Improvements Map ..... 23
  - D. Interim Trail Sign Plan ..... 24

## ACKNOWLEDGMENTS

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### The State Park Team

The planning process was led by Julie McQuary, Southwest Region Parks Planner, and Steve Gilstrom, Area Manager. Kinnan Murray and Randy Kline helped to facilitate the Trail Advisory Committee planning workshops and helped to determine trail suitability and classifications. Teresa McCullough helped with trail assessments and public meetings. Alex Wunsch provided GIS services and project permitting guidance.

Steve Brand, Ed Girard and Brian Yearout provided guidance on the planning process and plan review. Leilani Hoglelund facilitated public communications, prepared notebooks for the Trail Advisory Group and assisted with public meetings and the plan document. Nata Hurst created the web page. Toni Droscher prepared media releases.

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## SUMMARY

The Interim Trail Plan recommends designating 19.3 miles of existing trails into four trail classes: Service Road, Double Track, Single Track and Primitive. The plan establishes trail management objectives for each of the trail classes. These include vegetation clearances, trail width, trail surface and maintenance equipment. All trails are to be shared use trails meaning that all non-motorized recreation is allowed on all trails.

The plan includes a signage plan to educate park visitors about shared use trails.

To reduce potential conflicts between user groups, the plan recommends rerouting several trail sections. These sections are straight and steep, which creates an opportunity for high downhill speeds for cyclists. Cyclists that rapidly overtake horses and hikers can result in potential user conflicts and safety concerns. The plan recommends removing two sections of trail based on safety concerns and trespass on private property.

The planning process identified a route for a new connector trail that links the new trailhead parking lot on Diamond Point Road to the existing trail system. It was the highest priority trail improvement in the park.

In order for the trail system to be sustainable, volunteers must be used for trail maintenance and to help build the new connector trail and the reroutes. Volunteers, including Back Country Horsemen of Washington and Washington Trails Association, have been doing volunteer trail work in the park and have committed to future trail work. Park Staff will approve and coordinate all trail projects.



## BACKGROUND

The Miller Peninsula State Park Property is a 2,800 acre forest with approximately three miles of saltwater shoreline on the Strait of Juan de Fuca and Discovery Bay. It is on the north side of the Olympic Peninsula, east of the City of Sequim and north of Highway 101 in Clallam County. In 2005, State Parks began a visioning process as a first step in preparing a master plan for the Miller Peninsula State Park Property. Due to the downswing in the State's economy, anticipated funding was not received and master planning and development were put on hold.

Due to past land use, the property has an existing trail system composed of gravel and two track roads and narrower, more primitive trails. These trails attract equestrians, hikers and mountain bikers. No camping is allowed within the park property.

Volunteers from the Peninsula Chapter of Back Country Horsemen of Washington, Washington Trails Association and other volunteers have been helping to maintain and improve the trail network. Not all improvements were formally approved and inconsistencies in trail standards raised concerns among volunteers and park staff.

In 2013, State Parks received a Washington Wildlife and Recreation Program Grant to construct a much-needed, trailhead parking lot and restroom on Diamond Point Road. These facilities were completed in 2015 and are now open to the public. It was determined during the permitting process that the park property needed to be formally designated for horse and bicycle use. On December 8, 2014, Don Hoch, Director of the Washington State Parks and Recreation Commission, approved the ***Miller Peninsula State Park Property Initial Trail Identification and Designation***. Equestrian and mountain biking uses were determined to be appropriate. The report directs that an ***Interim Trail Plan*** be developed and maintained until such time as a park master plan or other development plan can be completed. Further guidance was provided for the establishment of a Trail Advisory Group.

## PLAN PURPOSE AND SCOPE OF WORK

Develop an ***Interim Trail Plan*** that:

- serves diverse recreation needs
- protects natural and cultural resources
- reduces potential user conflicts
- discourages trespass on adjacent private property
- involves volunteers in trail improvements and maintenance
- addresses signage and other needed public information and education

Due to very limited staffing resources and funding, the plan does not recommend expanding the existing trail system. Rather the focus is on how to manage the existing trail network as a safe and sustainable trail system. Because volunteers are the key to successfully implementing this plan, the plan narrative is brief and the majority of information is conveyed by maps and tables that can be quickly referenced.

## **PLANNING PROCESS**

### **Overview**

The planning process focused on utilizing a Trail Advisory Group (TAG) composed of people with extensive knowledge of the park and trail use and management. Park staff conducted field reconnaissance to help identify current trail conditions. Existing policies and resource information, such as the Washington State Parks and Recreation Commission Trail Goals and Policies, US Forest Service trail design and maintenance standards, Clallam County Critical Areas, and Washington Department of Natural Resources data, were reviewed and utilized by park staff and the TAG.

### **Trail Advisory Group**

Washington State Parks Director, Don Hoch, appointed eight volunteers to serve on the Trail Advisory Group (TAG). They were selected based on their ability to represent different types of trail users, their knowledge of the state park property and trails and their willingness and availability to serve. Four workshop format meetings were held at the Ramblewood Environmental Learning Center from February to May, 2015. Park staff prepared the agendas and facilitated the meetings. Members of the public attended these meetings and were provided an opportunity to ask questions and make recommendations at the end of each meeting.

TAG's Scope of Work included:

- Advise Washington State Parks on the creation and implementation of an ***Interim Trail Plan for the Miller Peninsula State Park Property***
- Attend trail planning meetings February to May, 2015
- Conduct outreach with Miller Peninsula trail and other recreation users to help assure their needs and preferences were addressed during the planning process
- Help disseminate trail planning information to potential park users

TAG's expertise and recommendations were essential in creating a plan that serves diverse recreation needs, protects natural and cultural resources, reduces potential user conflicts and discourages trespass on adjacent private property. They helped develop implementation strategies focusing on the use of volunteers for trail improvements and maintenance.

### **Diamond Point Neighborhood Meeting**

Park staff; Steve Gilstrom, Area Manager; Julie McQuary, Southwest Region Parks Planner; and representatives from the Trail Advisory Group met on March 13 with approximately 50 neighbors to hear their concerns about park access from their neighborhood. An existing trail into the park crosses private property. The private property owners are concerned about trespass. Some of the neighbors are concerned that if a trail is constructed across the county property to the state park property that it might lead to parking, traffic and other problems in

their neighborhood. There was not consensus on whether a new trail into the park should be developed to provide neighborhood access. The Trail Advisory Group and park staff agreed that because there was not consensus or a clear majority opinion that the plan would not recommend a new trail. Trails in the northeast section of the park should be addressed in a future park master plan.

### **Public Communications**

The draft plan and related materials was posted on the Washington State Parks web page. An address was provided for submitting comments. The comment period was May 21 – June 4, 2015.

Meeting invitations were sent to stakeholders by email and the U.S. mail. A media release announced an Open House to review the draft plan. It resulted in numerous articles in regional newspapers and on electronic websites.

### **Open House**

The Draft Interim Trail Plan was presented to the public in an open house on May 21, 2015 at the Guy Cole Convention Center in Sequim, WA.

## **RECOMMENDATIONS**

Over 20 miles of old forest roads and trails exist within the State Park Property. The Interim Trail Plan identifies approximately 19.3 miles that are to be kept opened. The plan also identifies the trail use class for each trail. Modifications to existing trails will be limited to those necessary for public safety and resource protection. *The goal is to establish a sustainable, non-motorized recreational trail system that provides high quality visitor experiences for hikers, bicyclists and equestrians.*

**All trails are Shared Use Trails.** Currently, there is not funding to create a quality system of single use trails. Park staffing is not adequate to enforce single use trails within the large park property. Most visitor want the opportunity to see the park's diverse scenery and habitats and shared use allows all visitors to explore the entire park.

Primary trail conflicts currently occur between mountain bikers and hikers or mountain bikers and equestrians on steep, downhill, straight sections of trail, typically old logging roads, where mountain bikers can gain consider speed. The plan proposes rerouting these steep, straight or fall line trail sections to reduce grades and downhill speed.

As described in detail below, Shared Use Trail signage will educate visitors so that the shared use system can be successful. Trail use should be monitored by field observation and public comment to identify if there are trail sections with user conflicts. If conflicts occur, actions should be taken, such as modifying trails and signage to improve compatibility of shared use.

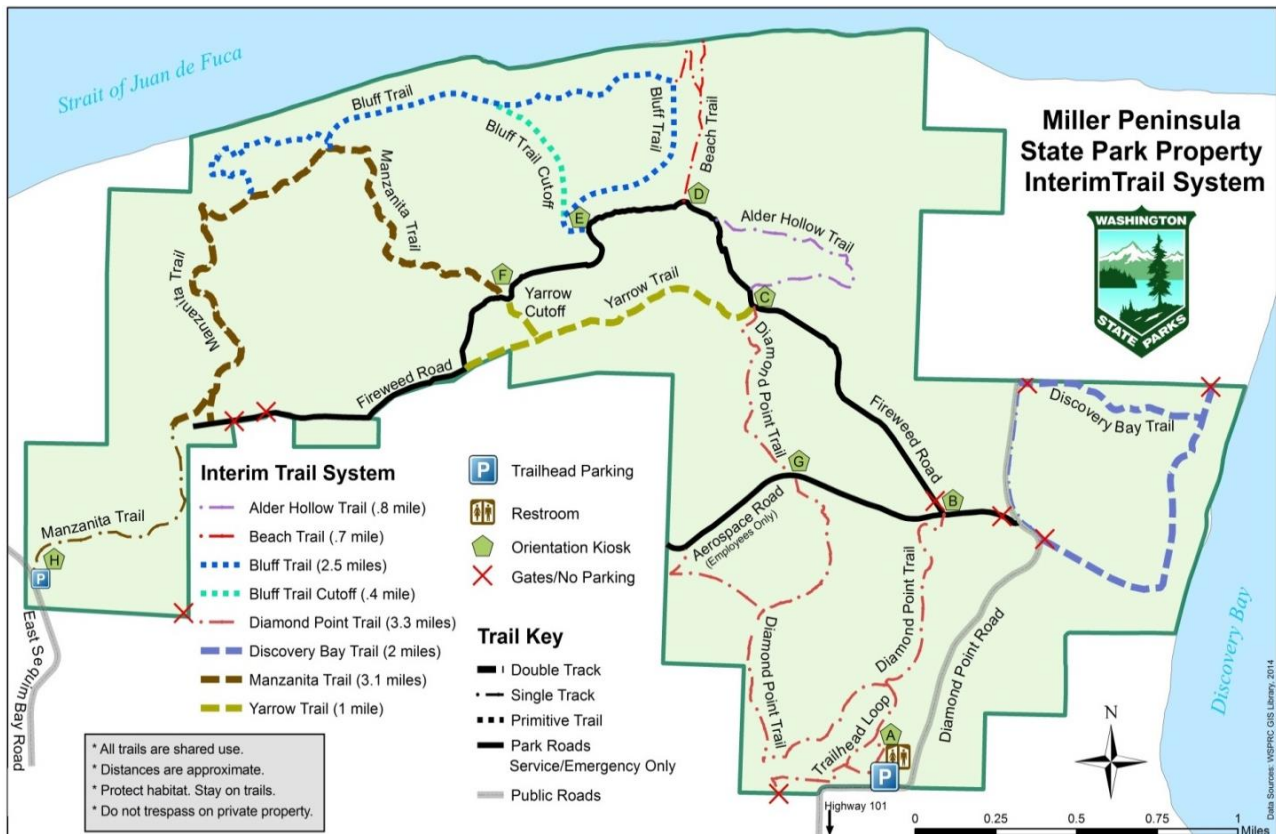
Volunteers coordinated by the Peninsula Chapter of Back Country Horsemen of Washington constructed a new trail connector from the new trailhead parking lot on Diamond Point Road to the existing trail system in 2015. It creates a short loop with the Diamond Point Trail and serve visitors who only have the time or ability for a short walk. In a future phase when funds become available, this trail will be upgraded to be accessible for people with disabilities. At that time, a parallel or alternative trail for equestrians may be desirable, depending on trail surfacing, width and usage. New trailhead parking facilities comply with ADA and include a mounting ramp.

New trail construction during the park property’s interim management phase will be limited to reroutes needed to:

- avoid excessively steep grades, wetlands, critical habitat segments or private property
- create short spurs to scenic viewpoints
- help eliminate user created trails
- create short connections needed to create trail loops or other visitor experience enhancements

Volunteers are essential to maintaining the trail system. Trail Management Objectives provide clear direction for trail volunteers and Park Staff. It is important to remember that this plan is for an interim trail system, which will be modified in the future when funds become available to improve park facilities.

**Trail Management Objectives**



Trail Signage Plan (see appendix for full sized map)



Cut off all spikes that might impale someone if they fell on them. Non-native plants, such as Scotch broom and Himalayan blackberry, should be totally removed where possible and the plants removed from the park property for disposal so that a seed source is not left behind. All other brush cleared from trails is to be dispersed within park property. It should not be set within 2' of trail tread and should not be placed in piles. Trees removed from across the trail tread are to be cut into sections that can be lifted and placed by hand. The logs are to be placed 2' or more from the edge of the trail tread, placed so they do not alter surface flow and secured so they cannot roll back on to the trail or downhill. The location exceptions are if the brush or logs are needed to close off abandoned or user trails. Volunteers must be certified to use chain saws and other power equipment.

**Trail Protrusions:** Branches and limbs protruding within the established trail clearing need to be cut back 2' or more from the edge of the trail tread. They should be cut to the height where they are not likely to protrude back over the trail tread. Cuts should be made next to larger branches, limbs or trunks to help maintain plant health and so that minimize visibility of the.

**Trail Obstacles:** Interim trail surfaces will be rough. Anchoring tree roots will not be removed unless they pose a potentially significant tripping hazard and there is not a feasible alternative, such as a minor rerouting of the trail or fill placement around exposed root.

**Tread Width:** Tread width will vary along sections of the same trail, depending on existing conditions, adjacent trees, embankments and other site conditions.

**Trail Structures:** All trail structures and use of non-native materials must be approved in advance by park staff.

**Trail Signs:** All trail signage must be approved in advance by park staff.

**Plant Salvage and Transplanting:** Sword ferns and other easy to transplant native plants that need to be removed from trail tread may be dug and transplanted within the park. Plant salvage transplant locations need to be approved in advance by park staff.

**New Trail Sections:** Park staff must approve alignment in advance of any clearing or other trail work. For Double Track and Single Track Trails, motorized equipment can be used for clearing, grubbing and establishing trail bed. For Primitive Trails, no motorized equipment can be used for trail tread development. New trails are to comply with US Forest Service specifications, unless an exception is approved by State Park staff.

## **Trail Classes**

### ***Service Road***

Basic Description: These trails are multi-purpose. In addition to recreation use, they provide access for State Park, emergency and other authorized vehicles. In order to provide recreational

trail use, desired recreation experiences and habitat protection, they are not open to motorized vehicles from the general public. They serve as connector trails for hikers, equestrians and cyclists. In places, these roads may require 4-wheel drive to travel. Standing water will be drained off the tread where possible and gravel may be added to low or wet spots.

**Brushing standards:**

**Tread width:** 8' to 12' depending on terrain

**Brushing width:** 8' to 12' depending on tread width

**Overhead clearance:** to 10'

**Equipment use:** Tractors and brush-hogs may be used when available to blade and brush trails. Otherwise, power mowers, weed cutters, and chain saws may be used to keep these service roads open and passable.

***Double Track***

Basic Description: These tracks are not meant to be drivable by service vehicles. They are to be wide enough for bikes, horses and hikers to comfortably pass each other on the trail. Trip hazards may be removed from tread where practical and standing water will be drained off of the tread when possible.

**Brushing standards:**

**Tread width:** 5' to 8'

**Brushing width:** 6' to 10' at 2' off the ground

**Overhead clearance:** to 10'

**Equipment use:** Mowers and weed cutters may be used for brushing and chainsaws may be used to cut out branches. Tractors with buckets larger than 6 foot will not be used to blade trails and their use must be pre-approved by the Park Manager.

***Single Track***

Basic Description: These trails will be single file trails preserving a more natural-looking trail corridor. Brushing will be enough to keep brush from hanging over the tread. Tread will be worked to remove standing water where possible and to remove excessive trip hazards where practical.

**Brushing standards:**

**Tread width:** 2' to 3'

**Brushing width:** 4' to 8' at 2' off the ground

**Overhead clearance:** 10 foot

**Equipment use:** Preferred method would be hand tools. Chainsaws may be used to cut logs and branches out of the trail. Weed cutters may be used to brush trails.

### ***Primitive Trails***

Basic Description: These trails will be maintained to a minimal standard. They will not seem suitable for all users and are meant to be challenging to bicycles and horses. Brushing will be limited to safety brushing of sharp sticks, branches and logs greater than 12" or that are elevated off of the tread, and branches that fall across the trails. The tread will be left in its natural uneven state.

#### **Brushing standards:**

**Tread width:** 10" to 24"

**Brushing width:** *Brushing width should be the same as tread width unless additional visibility is needed for public safety.* Brush branches and logs that fall across the trail. Blind corners may be brushed for sight clearance as a safety improvement.

**Overhead clearance:** To 10 feet.

**Equipment use:** Limited to hand tools and chainsaws for fallen logs removal only. Weed cutters may be used for brushing.

### ***Non-System Trails***

These trails include currently overgrown trails that are not desirable to re-establish for recreation, old forest roads, trails that may be contributing to private property trespass or trails that need to be rerouted or abandoned due to excessively steep terrain or sensitive habitats. There will be no maintenance on these trails. They will be signed closed. Woody debris may be placed to discourage use. Where vegetation is not re-establishing and use continues, trail tread may be ripped up and native plants transplanted.

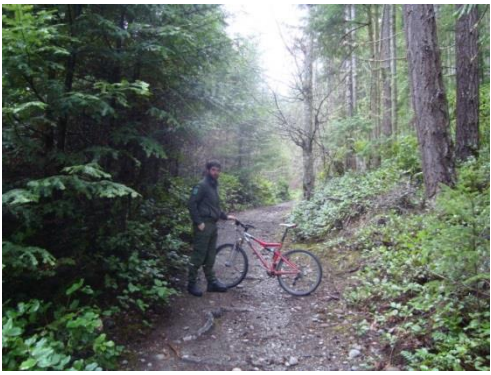
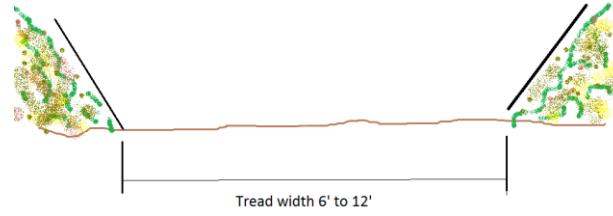
## Trail Management Summary

| <b>Interim Trail Class</b>                     | <b>Tread Width</b> | <b>Clearing Width</b>   | <b>Clearing Height</b> | <b>Tread Surface</b>   | <b>Maintenance Equipment</b>   |
|--|--------------------|---|------------------------|--|--|
| <b>Service Road</b>                            | 6'-12'             | 8'-12'  | To 10'                 | Native or crushed rock                                       | Tractors, brush hogs and other power equipment and tools allowed   |
| <b>Double Track</b>                            | 6'-8'              | 6'-10' @ 2'ht.  | To 10'                 | Primarily native surface. Crushed rock allowed in wet areas. | Power mowers, weed cutters & chain saws allowed. Gators and similar narrow track vehicles may be approved. Tractor blades limited to 6' width. |
| <b>Single Track</b>                            | 2'-3'              | 4'-8' @ 2'ht.   | To 10'                 | Primarily native surface. Crushed rock allowed in wet areas. | Hand tools and hand held mechanical brushing allowed. Chain saws may be used on fallen logs.   |
| <b>Primitive</b>                               | 10"-2'             | Remove trees and brush on trail tread. Fallen logs less than 12" diameter may be left perpendicular to trail. | 10'                    | Native surface. No structures.                               | Hand tools and hand held mechanical brushing allowed. Chain saws may be used on fallen logs.   |
| <b>Closed/Abandoned/<br/>Non-System Trails</b> | - - -              | - - -   | - - -                  | - - -  | Power equipment may be allowed to prepare for planting or repair drainage.   |

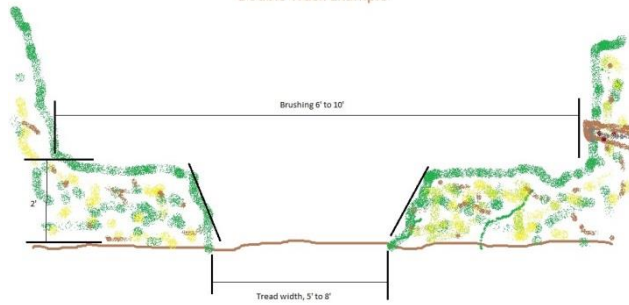
# Vegetation Management



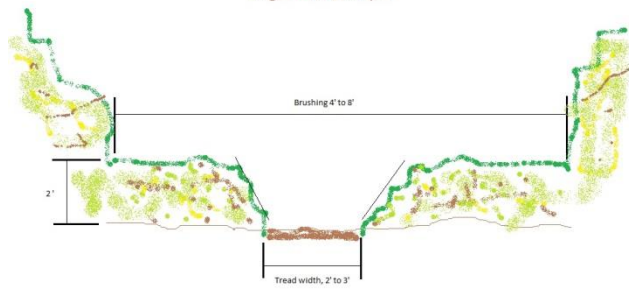
Service Road Example



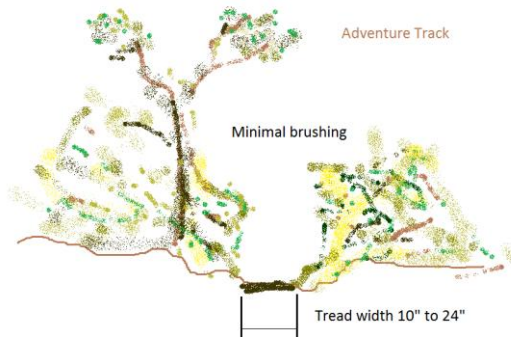
Double Track Example



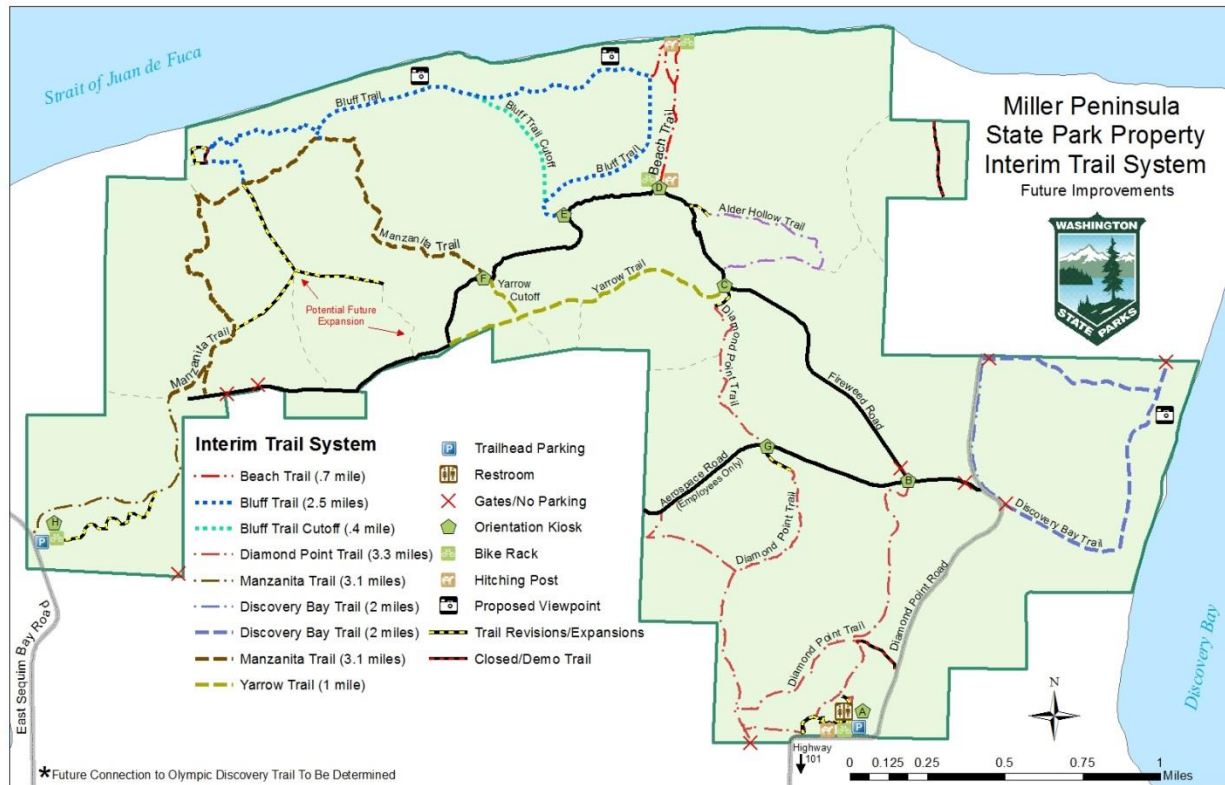
Single Track Example



Adventure Track



## Interim Trail Maintenance and Construction



Proposed Future Trail Improvements (see appendix for full sized map)

The following lists outline the trail maintenance and construction activities proposed for the interim trail system. All projects are to be designed to comply with the US Forest Service’s *“Trail Construction and Maintenance Notebook”* and *“Equestrian Design Guidebook for Trails, Trailheads and Campgrounds”* and the International Mountain Biking Association’s *“Trail Solutions”* and *“Managing Mountain Biking.”*

### Trail Maintenance Activities

#### Vegetation Management

- Routine Vegetation Clearing – pruning, limbing, debris removal
- Increasing Trail Clearances – clearing and grubbing
- Root Obstacles

#### Drainage

- Alterations to Surface Flow
- Culverts
- Ditching
- Dips
- Tread Outsoles

- Geosynthetics
- Crushed Rock
- Native Soil Fill

**Tread**

- Widening
- Reworking Cross-Slopes
- Surfacing
- Rock Obstacles

**Trail Construction Activities**

**Trail Section Reroutes**

- Wet Areas
- Steep Sections
- Improved Visibility
- Private Property
- User Conflicts

**New Trail Connections**

- New Parking Lot to Existing Trail System
- Loop Opportunities
- Reroutes

**Trail Construction**

- Signs/Kiosks
- Turnpikes
- Puncheons
- Boardwalks
- Bridges
- Viewpoints

**Trail Signage**

An ongoing concern for park users has been the difficulty of navigating the park’s extensive network of trail without signage. Prior to construction of the new trailhead on Diamond Point Road, there were no trail signs or maps within the 2,800 acre park property . Park visitors getting lost or directionally confused happened frequently. Trail maps and directional signs are a plan priority. Small kiosks are being installed at the major trailheads. They include a trail system map, shared use logo and GPS coordinates. Wood post directional signs will be installed at trail intersections. Carsonite posts will be installed where needed to reassure visitors that they are on the right trail.

The new trailhead parking lot on Diamond Point Road includes a bulletin board, trail system map, shared trail use etiquette and related information. Similar bulletin boards should be installed at the existing parking area on East Sequim Bay Road and at the Discovery Bay

trailhead. As part of the new Diamond Point Road trailhead, road and highway directional signs were installed in cooperation with Clallam County and the Washington Department of Transportation.



East Sequim Bay Road Parking Lot – Bulletin Board Needed



New trail Intersection Kiosk



Shared Trail Use Sign



Non-Motorized Trail Symbols



Carsonite Marker

Trails cross the east-west Service Roads, Aerospace Road and Fireweed Road. Aerospace Road is used by employees of the Aerospace facility going to and from work. Although it is a gravel road, vehicle speeds can be brisk. Intersection warning signs need to be posted on the trails to increase awareness first slow down, then stop and look before proceeding. Similarly, trail crossing and speed limit signs need to be posted on the Service Roads.

State Park Property Boundary signs are currently posted on the existing trails and beach. These need to be maintained to discourage trespass on private property. Boundaries need to be confirmed with a boundary survey so that signs can be more accurately placed. Any future signs



proposed on the property that are not listed in the State Parks' Sign Manual, will need to be reviewed by the Parks Sign Committee for consistency.



Currently used and approved boundary signs

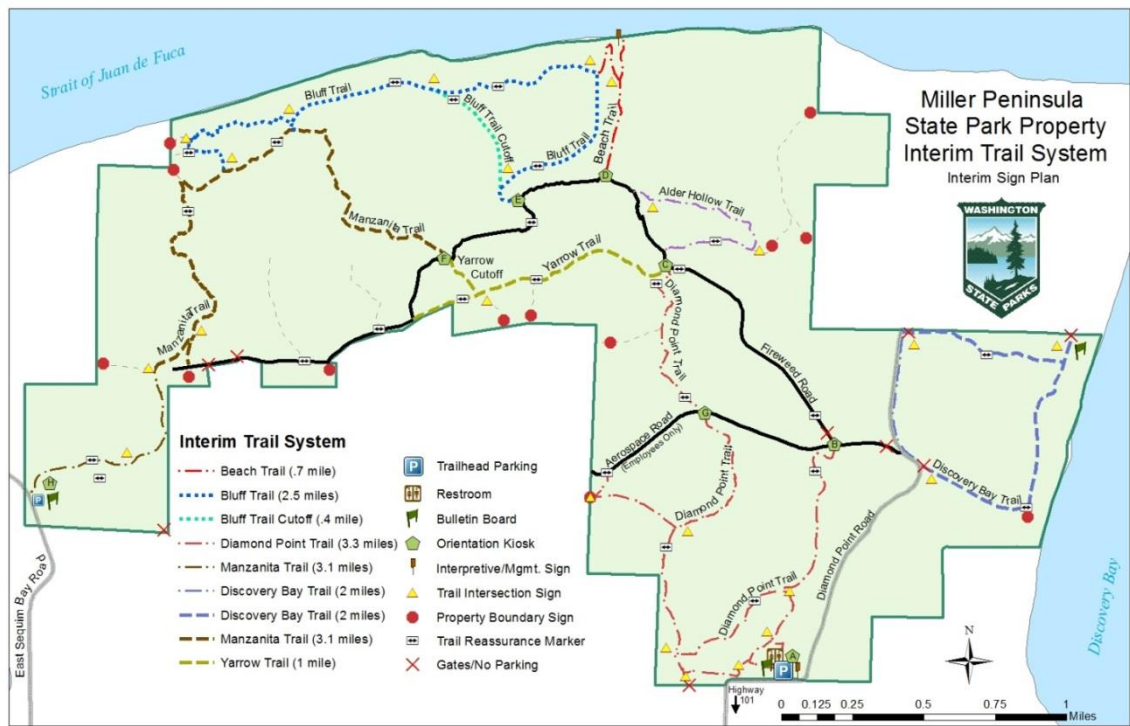
The plan proposes creating two scenic viewpoints along the Bluff Trail and one scenic viewpoint on the Discovery Bay Trail. Visitor experiences and resources protection will be enhanced by providing interpretive signs at these viewpoints and at the Beach Trail. There may be partnership opportunities with the Washington Department of Natural Resources (WDNR) and the Washington Department of Fish and Wildlife to provide interpretive signs. WDNR manages the Protection Island Aquatic Reserve adjacent to the state park property's shoreline

### Trail Signage Plan Implementation

| Sign Category                         | Locations                                      | Quantity, Fabrication & Installation<br>Source<br>Cost/Funding Source<br>Installer |
|---------------------------------------|--|--|
| Parking Lot<br>Kiosks/Bulletin Boards | New Parking Lot                                | Contractor will build Kiosk  |
|                                       | Existing E. Sequim Bay Road<br>Parking Lot     |  |
|                                       | Discovery Bay Trailhead                        |  |
| <b>Directional Signs</b>              |  |  |
| Roads                                 | Highway 101                                    | WSDOT responsible for<br>Highway 101 signs   |
|                                       | Diamond Point                                  | Parks had fabricated.<br>County installed  |
| You Are Here<br>Maps/GPS Coordinates  | New Parking Lot<br>Existing Lot<br>Mini-Kiosks | Temporary signs during<br>plan implementation and<br>interim phase                 |
| Trail Intersections                   | All trail intersections                        | Routed wood posts  |
| Trail Mini-Kiosks                     | Major trail intersections                      | Park fabricated  |
| Trail Reassurance                     | Where needed                                   | Carsonite posts  |

|   |  |  |
|---|--|--|
| Markers   |  |  |
| <b>Trail Etiquette/<br/>Courtesy – Shared Use<br/>Educational Signs</b> | 1 New Parking Lot Kiosk<br>2 Existing E. Sequim Bay<br>Road Parking Lot  |  |
| Symbols   | Bulletin Boards, Kiosks,<br>Intersection Signs   |  |
| Narrative Messages  | 1 New Parking Lot Kiosk<br>2 Existing Parking Lot  |  |
| <b>Public Safety</b>  |  |  |
| Road/Trail Crossings  | 1. Diamond Point at<br>Aerospace Road<br>2. Diamond Point/<br>Yarrow/Alder/Fireweed<br>Intersection<br>3. Beach at Fireweed<br>4. Bluff at Fireweed<br>5. Sequim Bay at Fireweed |  |
| <b>Resource<br/>Management</b>  |  |  |
| Beach   |  |  |
| Park Boundary/Private<br>Property                                       |  |  |
| Trail Closed  |  |  |

**Trail Signage Plan** (see appendix for full sized map)



## **IMPLEMENTATION**

### **Agency Review and Permitting**

Trail maintenance and construction projects begin with approval by the Park Ranger and Area Manager. All projects are to be consistent with the Interim Trail Plan. Potential projects can be submitted through park staff or by the recommended Trail Coordinator/Volunteer Coordinator. Approval will be based on consistency with the Interim Trail Plan, priority actions, and available resources.

An O-34 Project Form, the standard park project submittal form, will be the standard vehicle for project submittal. The completed form, along with required attachments (maps and site photos), will be submitted to the Region Manager for approval. All O-34 forms are vetted through region staff for consistency (i.e. construction practices, regulatory compliance, natural and cultural resource review, etc.). The Region Manager will make the final approval on the potential project using the review recommendations from staff and available funding. All projects, regardless of origin or funding (including volunteer projects) must go through staff review.

If approved, the proposed project will be required to comply with all pertinent environmental regulations before construction. State Parks is required to complete a review under the State Environmental Policy Act (SEPA) for all agency actions (RCW 43.21C). This includes both internal proposals, such as park projects, and external proposals, such as partnership projects. The intent of SEPA is to assure that the agency considers impacts to the environment when taking actions in pursuit of its mission. Additional environmental review may be required depending upon the scope and location of a proposal. Any work that disturbs the ground could be subject to archaeological review. Work within a county shoreline or critical area will likely require Clallam County review under their Shoreline Master Program (SMP) and Critical Area Ordinance. Additional review/permits could be required for work in or near a water body, tree removal, or any work that could potentially impact a sensitive plant or animal species. Parks staff will review each proposal through the O-34 process and determine what regulatory processes will be required. Environmental compliance review could take anywhere from a few weeks to a several months, depending upon the complexity of the project and any potential impacts.

### **Phases, Priorities and Funds**

The two highest priorities identified are construction of the trail that connects the new trailhead parking lot on Diamond Point Road with the existing trail system and installation of small kiosks at the major trail intersections. The trail system map and shared use trail information are installed at the new trailhead and on the small kiosks. The trailhead bulletin board contains additional information about trail etiquette for shared use trails and

stewardship behaviors and opportunities. GPS coordinate information is posted on the trailhead bulletin board and intersection kiosks.

The next step will be the installation of directional signs at the trail intersections and reassurance symbols where needed.

Other recommended trail improvements will be dependent on when funding and volunteers are available to implement these recommendations.

### **Volunteers**

Volunteers are the key to successfully maintaining the existing trail system and in implementing the recommended trail system improvements. The Peninsula Chapter of Back Country Horsemen of Washington and the Washington Trail Association have done trail maintenance and trail improvements within the park. These organizations and other volunteers are essential for a sustainable trail system. The Area Manager for the Miller Peninsula State Park Property will recruit a Volunteer Trail Coordinator to help schedule and supervise volunteer projects.

### **MOUs and Agreements**

Washington State Parks currently has an agreement with the Back Country Horsemen of Washington. Additional agreements will benefit implementation of the plan.

### **Community-Based Projects**

Washington State Parks has a process for non-profits and other organizations to fund State Park improvements. This is called the Community-Based Park Improvements. Currently, unfunded recommendations are for bulletin boards at the existing parking lot off East Sequim Bay Road and the trailhead to the Discovery Bay Trail on the east side of Diamond Point Road. Larger donations for facilities, such as picnic shelters, may be delayed until State Parks has funding to produce a park master plan that will identify facility needs and locations.

### **PUBLIC DISTRIBUTION**

The draft plan was presented in a public open house on May 20, 2015 in Sequim, WA. It was made available on Washington State Park's website for a two week comment period ending June 4, 2015.

The final plan will be made available on Washington State Park's website. Copies will be provided to volunteer organizations and others involved in implementing the plan. A copy of the plan is available for viewing at the Sequim Bay State Park office. Trail maps will be installed at the trailhead bulletin boards and on kiosks at major trail intersections within the park.

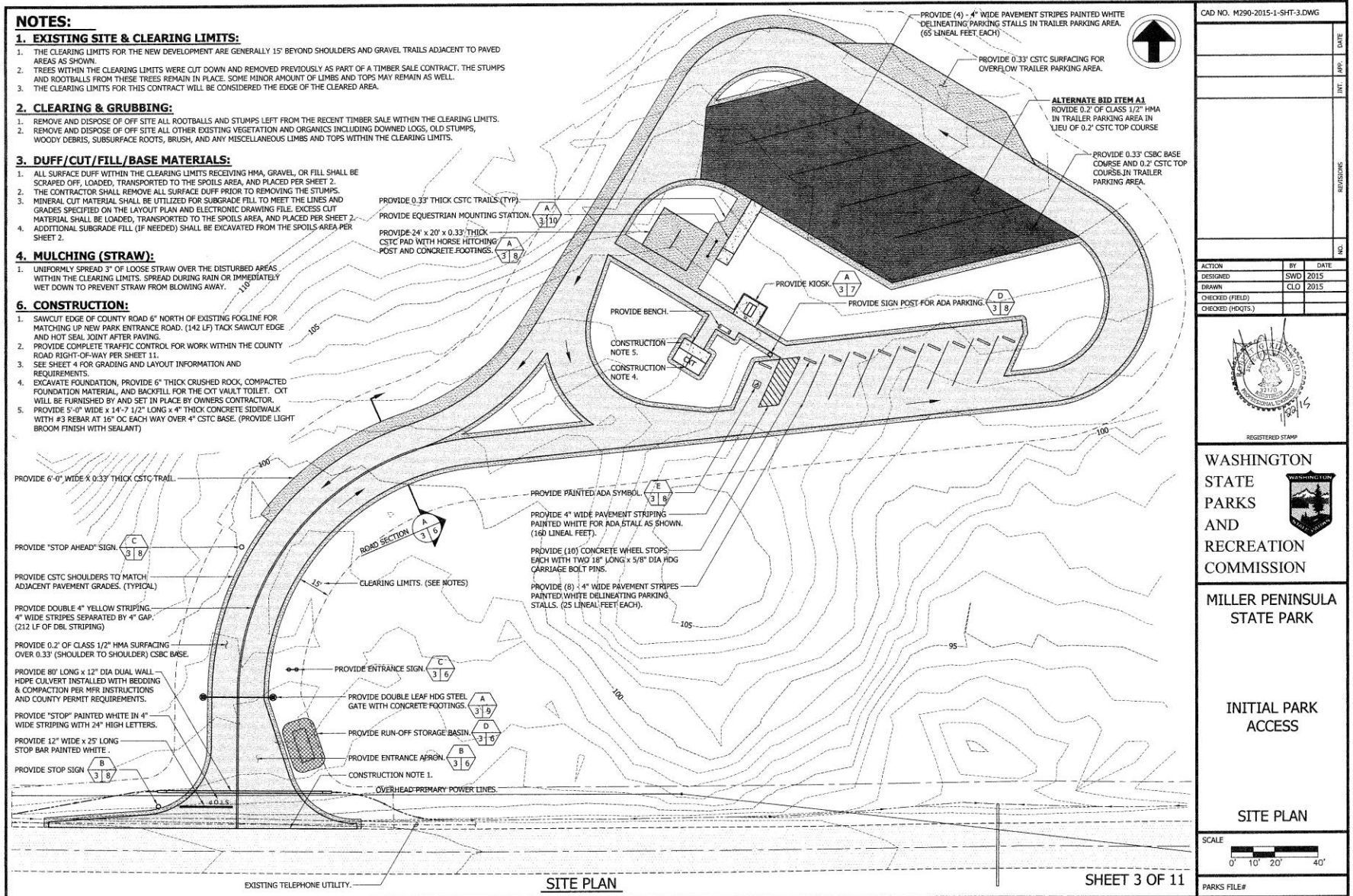
Invitations to the Open House were emailed or mailed via US Postal Service to all stakeholders. The stakeholder list was composed from people who had attended previous Miller Peninsula

meetings and requested to be on the mailing list, property owners adjacent to the park, elected officials, the Jamestown S’Klallam Tribe and the Miller Peninsula Trail Advisory Group. A media release announcing the open house was distributed and carried by statewide and local newspapers.

## **PLAN DURATION**

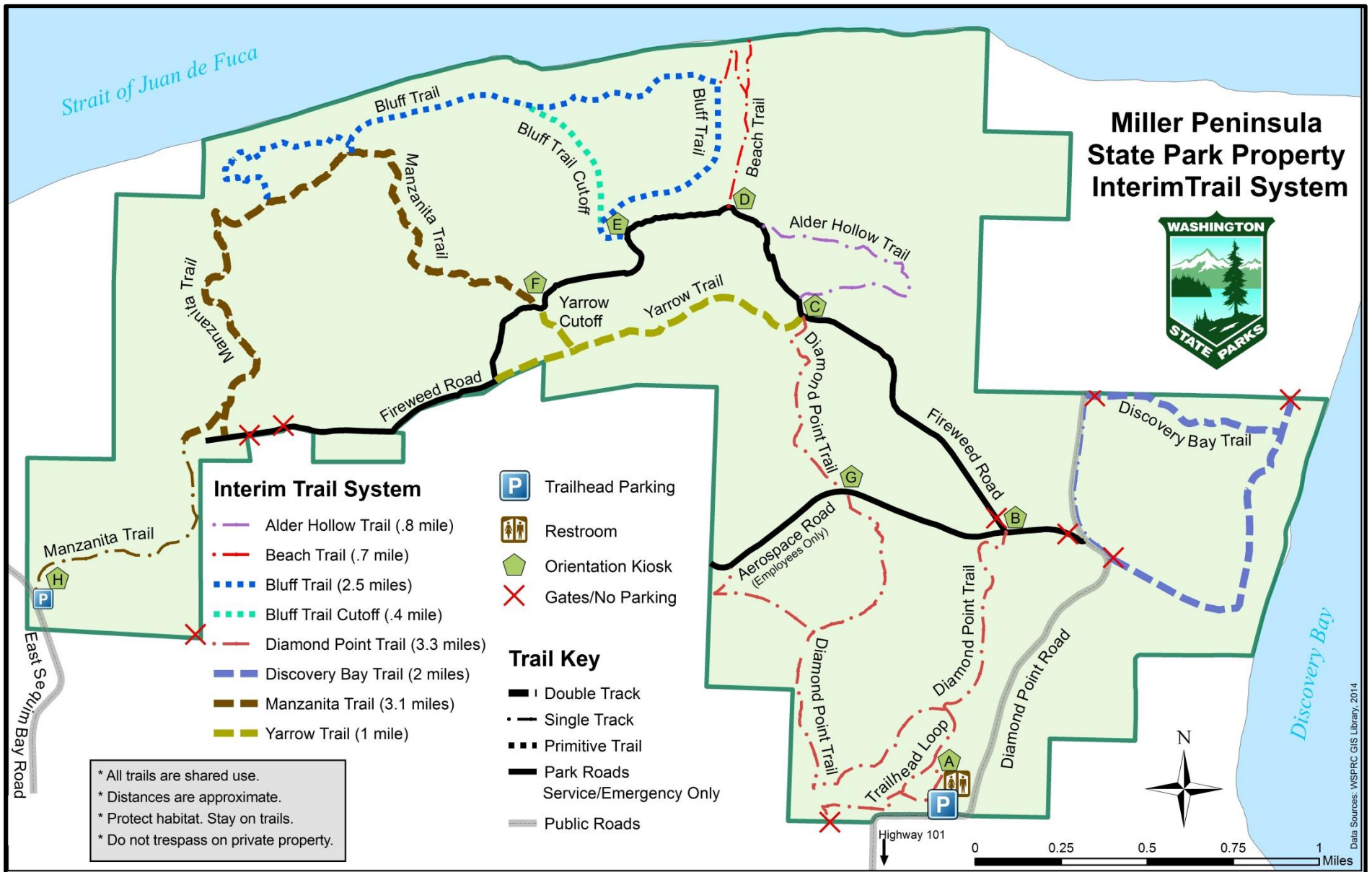
The Interim Trail Plan is to remain applicable until a Master Plan or similar planning tool are produced and implemented for the State Park Property. The Area Manager and Region Manager will determine how to proceed with opportunities or issues that are not addressed within the Interim Trail Plan.

# Appendix A - Initial Park Access – Trailhead Parking Lot - Diamond Point Road

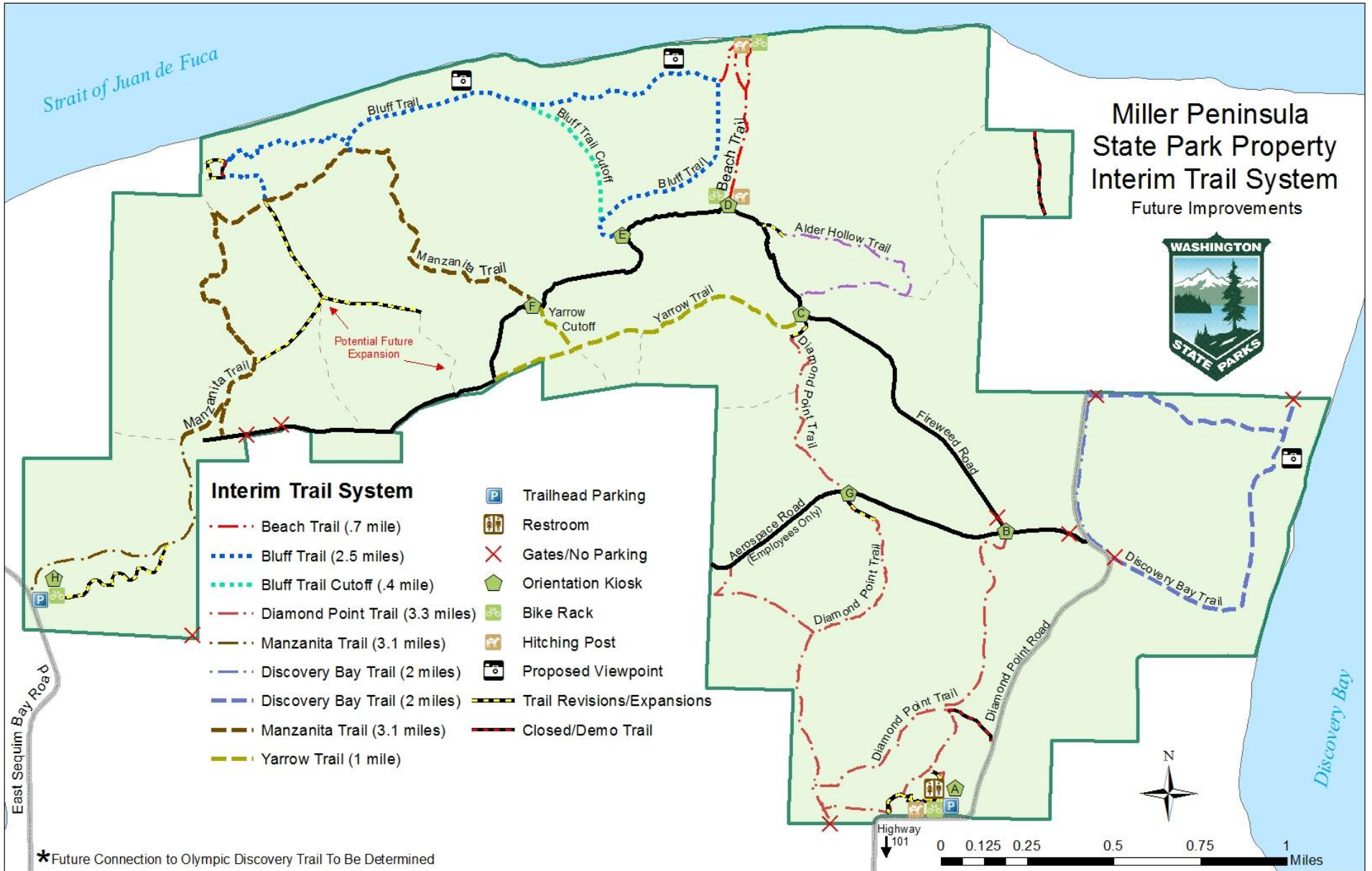


|   |           |           |
|---|-----------|-----------|
| CAD NO. M290-2015-1-SHT-3.DWG                               |           |           |
| DATE  | DATE      | DATE      |
| REV.  | REV.      | REV.      |
| REVISIONS   | REVISIONS | REVISIONS |
| NO.   | NO.       | NO.       |
| ACTION  | BY        | DATE      |
| DESIGNED  | SWD       | 2015      |
| DRAWN   | CLO       | 2015      |
| CHECKED (FIELD)   |           |           |
| CHECKED (HQ/TS)   |           |           |
| <br>REGISTERED STAMP  |           |           |
| <b>WASHINGTON STATE PARKS AND RECREATION COMMISSION</b><br> |           |           |
| <b>MILLER PENINSULA STATE PARK</b>                          |           |           |
| <b>INITIAL PARK ACCESS</b>                                  |           |           |
| <b>SITE PLAN</b>  |           |           |
| SCALE: 0' 10' 20' 40'                                       |           |           |
| PARKS FILE#   |           |           |

# Appendix B – Interim Trail System Map

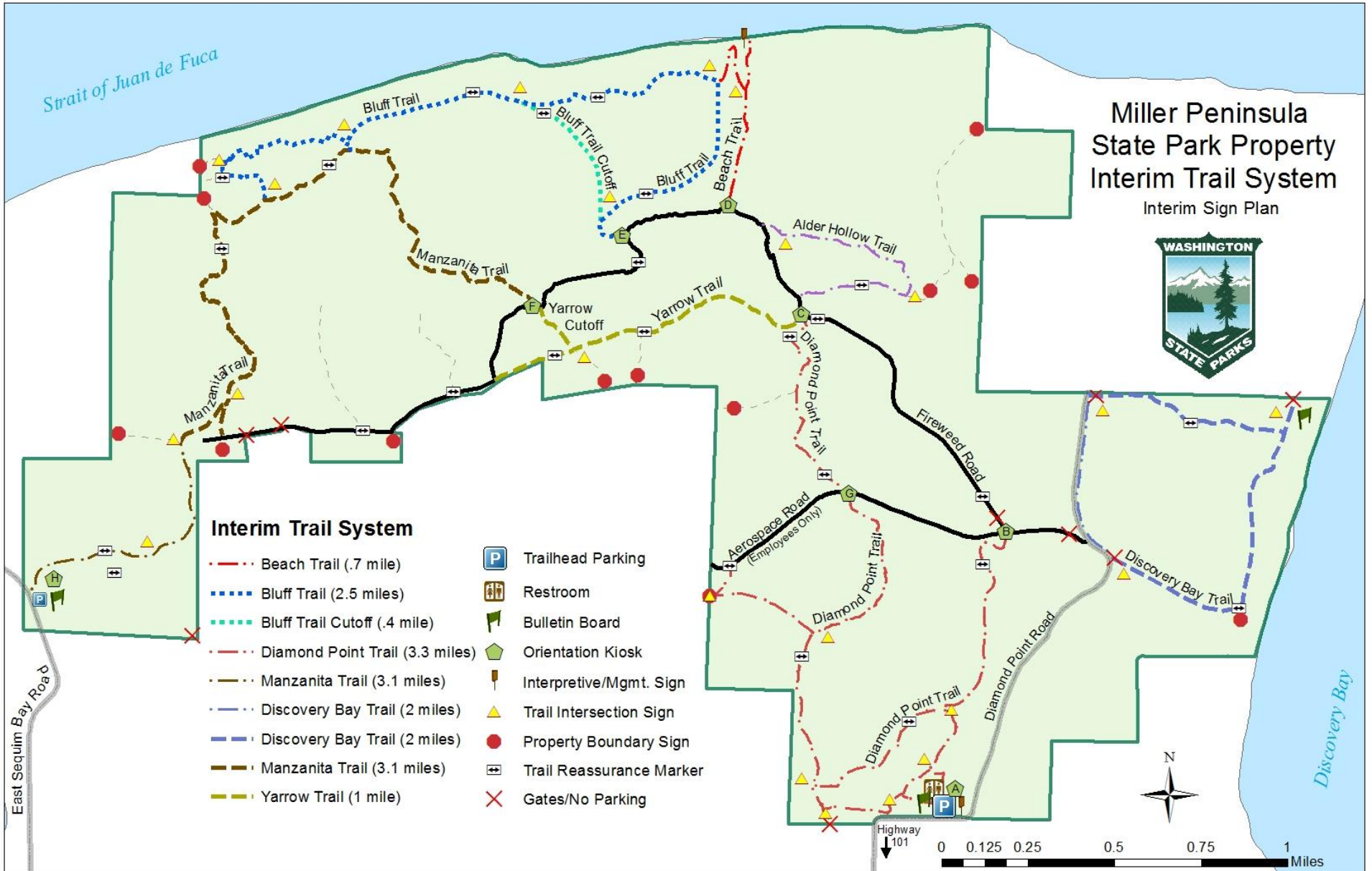


# Appendix C – Interim Trail Plan Future Improvements Map





# Appendix D – Interim Trail Sign Plan





View of Strait of Juan de Fuca from Miller Peninsula Park Property Shoreline – Beach Trail Terminus