

**Appendix 7: Comments to Olympic Discovery Trail May 2006 EA
(page numbers refer to the May 2006 EA)**

#	Topic	Comment	Author	Response
1	ACS	Considering on-going litigation concerning the 2004 ACS amendment and the Magistrate's ruling, the 1994 ROD concerning ACS applies and the Forest Service should assess the impacts on the ACS at all temporal and spatial levels.	Jim Scarborough, OFCO Board of Directors	At this time the only court action has been a Magistrate Judge's Report and Recommendation, which is not the final Order that will identify a remedy for the deficiency. Currently no direction has been provided to return to the 1994 ROD relating to ACS. At the time direction is given to meet a court ordered remedy, the appropriate analysis will be conducted.
2	Alternatives	An alternative should be considered that would protect the maple grove along the existing Mt. Muller loop trail. This would involve a narrower trail (four to six feet wide) with turnouts. There is also a wet area just below the existing trail where the proposed trail would first join the Mt. Muller trail on the east side. A route identified by the County as mitigation to the crossing should be considered. If the existing proposed route is unchanged, the trail width should be limited to no more than four foot wide.	M.J. Breed	Clallam County surveyed two routes from the area of the power lines to the Bates Construction Gravel Pit. Either of these routes would work from a technical standpoint. Environmentally, there is little difference between the routes as they both cross the small floodplain and both pass through a vine maple forest. The route closer to US 101 would avoid most of the overlap with the existing Mt. Muller Trail but not all of it. The proposed route does cross the floodplain in a more stable area that would be unlikely to wash out in the future. Additionally the County is willing to request a waiver to AASHTO standards for this short segment, reducing the asphalt surface to 8 feet
3	Alternatives	Support Alternative B.	Jeff Frkonja	Thank you for your comment.
4	Alternatives	Support Alternative B	Randall E. McCoy	Thank you for your comment.
5	Alternatives	Support Alternative B.	Alda Siebrands	Thank you for your comment.
6	Alternatives	Support Alternative B.	B. Sue Johnson	Thank you for your comment.
7	Alternatives	Support Alternative B.	Bill Leyrer	Thank you for your comment.
8	Alternatives	Support Alternative B.	Bob Myrick, Tacoma Wheelmen's Bicycle Club	Thank you for your comment.
9	Alternatives	Support Alternative B.	Charles Packard	Thank you for your comment.
10	Alternatives	Support Alternative B.	Cherie Pickett	Thank you for your comment.
11	Alternatives	Support Alternative B.	Don Gayle	Thank you for your comment.
12	Alternatives	Support Alternative B.	Daniel Duncan	Thank you for your comment.
13	Alternatives	Support Alternative B.	Dwight Waknitz	Thank you for your comment.
14	Alternatives	Support Alternative B.	Ellen G. Larsen	Thank you for your comment.

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15	Alternatives	Support Alternative B.	Emma Zook	Thank you for your comment.
16	Alternatives	Support Alternative B.	Felix Capoean	Thank you for your comment.
17	Alternatives	Support Alternative B.	Franklin Lane	Thank you for your comment.
18	Alternatives	Support Alternative B.	Gary Childers	Thank you for your comment.
19	Alternatives	Support Alternative B.	Gayle Hampton	Thank you for your comment.
20	Alternatives	Support Alternative B.	Grant Meiner	Thank you for your comment.
21	Alternatives	Support Alternative B.	Herb Gerhardt	Thank you for your comment.
22	Alternatives	Support Alternative B.	Jim Wesley	Thank you for your comment.
23	Alternatives	Support Alternative B.	Jim Wesley	Thank you for your comment.
24	Alternatives	Support Alternative B.	John Jearhart	Thank you for your comment.
25	Alternatives	Support Alternative B.	John Nutter	Thank you for your comment.
26	Alternatives	Support Alternative B.	Kathleen Kennedy	Thank you for your comment.
27	Alternatives	Support Alternative B.	Kathy Wesley	Thank you for your comment.
28	Alternatives	Support Alternative B.	Loren Kreutner	Thank you for your comment.
29	Alternatives	Support Alternative B.	Lu Meiner	Thank you for your comment.
30	Alternatives	Support Alternative B.	Martha L. Rimov	Thank you for your comment.
31	Alternatives	Support Alternative B.	Mike and Pat McCollum	Thank you for your comment.
32	Alternatives	Support Alternative B.	Paul Bourmatnov	Thank you for your comment.
33	Alternatives	Support Alternative B.	Phil Talarico, President, West Sound Cycling Club	Thank you for your comment.
34	Alternatives	Support Alternative B.	Robert D. Freeman	Thank you for your comment.
35	Alternatives	Support Alternative B.	Robert Seaman	Thank you for your comment.
36	Alternatives	Support Alternative B.	Susan D. Donnan	Thank you for your comment.
37	Alternatives	Support Alternative B.	Tom Long	Thank you for your comment.
38	Alternatives	Support Alternative B.	William G. Laitner, Superintendent Olympic National Park	Thank you for your comment.
39	Alternatives	Support Alternative B.	Cynthia and Bill Isenberger	Thank you for your comment.
40	Alternatives	Support Alternative B.	Elizabeth J. Beckett	Thank you for your comment.
41	Alternatives	Support Alternative B.	Eugene D. Rimov	Thank you for your comment.
42	Alternatives	Support Alternative B.	Francis Beckett, Becketts's Bike Shop	Thank you for your comment.

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43	Alternatives	Support Alternative B.	Jeremy Zink	Thank you for your comment.
44	Alternatives	Support Alternative B.	Linda Rogers	Thank you for your comment.
45	Alternatives	Support Alternative B.	Louise Kornreich	Thank you for your comment.
46	Alternatives	Support Alternative B.	Sarah Armstrong	Thank you for your comment.
47	Alternatives	Support Alternative B.	Vicki Adams, Sound Bikes and Kayaks	Thank you for your comment.
48	Alternatives	Support Alternative B. Belong to local chapter of Backcountry Horsemen.	Sherry and Larry Baysinger	Thank you for your comment.
49	Alternatives	Support Alternative B. He represents 90 members of the Peninsula Chapter of the Backcountry Horsemen of Washington.	Marc Reinertson, Peninsula Chapter Director	Thank you for your comment.
50	Alternatives	Support for Alternative B. Alternative B will provide multi-user, accessible recreational opportunities. There are also historic and environmental education opportunities.	M.J. Breed	Thank you for your comment.
51	Alternatives	Support for Alternative B. The trail will provide recreational opportunities and a positive effect on the local economy.	Dana Sinclair	Thank you for your comment.
52	Alternatives	Support for Alternative B. The trail will provide recreational opportunities and a positive effect on the local economy.	Gary Holmquist	Thank you for your comment.
53	Alternatives	Support for Alternative B. The trail will provide recreational opportunities and a positive effect on the local economy.	Jan Holmquist	Thank you for your comment.
54	Alternatives	Support for Alternative B. The trail will provide recreational opportunities and a positive effect on the local economy.	Tracy A. Fitzwater	Thank you for your comment.
55	Alternatives	Support for Alternative B. The trail will provide recreational opportunities and a positive effect on the local economy.	Wayne A. Fitzwater	Thank you for your comment.
56	Alternatives	Supports Alternative B.	Cindy Colthorp	Thank you for your comment.
57	Alternatives	Supports Alternative B.	David Colthorp	Thank you for your comment.
58	Alternatives	Supports Alternative B.	Robert B.G. Harms	Thank you for your comment.
59	Alternatives	Supports Alternative B.	Tom Mix	Thank you for your comment.
60	Alternatives	Supports Alternative B. Will work with the County to seek limited special care for environmentally sensitive or scenically significant sections of trail during construction. Will also organize volunteer efforts in support of the County and include this segment in the Adopt-a-trail Maintenance Program.	Chuck Preble, President Peninsula Trails Coalition	Thank you for your comment.

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61	Analysis area	<p>Recommends including Lake Crescent Basin in the analysis. Creek flowing through the Fairholm area is fish bearing and may be affected by trail construction. Fisheries resource of Lake Crescent is sensitive to sediment input and should be considered. Lakeshore spawning habitat for cutthroat trout has been identified in the Fairholm area. Park will work with Forest Service to develop mitigation and a sediment control plan.</p>	<p>William G. Laitner, Superintendent Olympic National Park</p>	<p>Information supplied by Pat Crain, ONP fisheries biologist, identified a stream that flows down Fairholm hill and into Lake Crescent at the West end of the Lake. Tributaries originating on the National Forest and crossed by the ODT, maybe part of this drainage. At this time it is unconfirmed. For the purpose of this project we will assume a linkage to Lake Crescent. All mitigation measures and BMP's for protecting water quality and aquatic habitat will be employed on any water bodies affected by trail construction. This includes conditions set forth by the Washington Department of Fish and Wildlife in their MOU with the USFS for hydraulics projects. All work will be conducted during the summer dry weather season. The trail work should not result in any measurable impacts to water quality or fish habitat.</p>
62	Clean Water Act	<p>It is not clear how project implementation would comply with the Clean Water Act. There are only 2 boilerplate paragraphs in the EA.</p>	<p>Jim Scarborough, OFCO Board of Directors</p>	<p>The EA at pages 65 and 66 discusses project specific information related to the Clean Water Act, such as 303(d) listed impaired water bodies and site specific environmental consequences of proposed actions.</p>
63	Compliance with State laws	<p>Additional evaluation may be required on portions of the trail where the State of Washington is the underlying landowner. This could include State Environmental Policy Act, State Forest Practices Act, State Forest Practices Habitat Conservation Plan, and 1997 Department of Natural Resources Habitat Conservation Plan that pertains to state trust lands.</p>	<p>Howard Thronson (Manager-Product Sales and Leasing Division, DNR)</p>	<p>Clallam County is fully aware that it must comply with all state laws, including the cited examples.</p>
64	Compliance with State laws	<p>DNR recommends the USFS inform Clallam County of the potential to meet state regulations on State trust land managed by the DNR.</p>	<p>Howard Thronson (Manager-Product Sales and Leasing Division, DNR)</p>	<p>Clallam County is fully aware that it must comply with all state laws, including the cited examples.</p>
65	Compliance with State laws	<p>DNR roads are for forest management purposes and under the State's Multiple Use Act, when recreation is incompatible with the primary fiduciary obligations the trust must be compensated when the recreational activity costs the trust income or increases the cost associated with trust land management. References EA at page 86 #39-43.</p>	<p>Howard Thronson (Manager-Product Sales and Leasing Division, DNR)</p>	<p>Current calculations for maintenance on roads listed within a DNR Challenge Cost Share Agreement take recreational use into consideration. This removes the concept of the State subsidizing Federal recreation use.</p>

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66	Compliance with State laws	The EA (page 3) does not make it clear whether or not the project geographically included state trust lands. If the USFS is intending to grant Clallam County an easement over state trust lands, then additional assessment may be required to comply with State laws and regulations.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Clallam County is aware that it must negotiate additional easements from the DNR to facilitate complete route development.
67	Cultural Resources	EA should reference cultural work completed for the project. The park was the lead agency for NHPA section 106 consultation (occurred with SHPO, Quileute Tribe, and Lower Elwha Klallam Tribe), and a Section 110 inventory was done on the Spruce Railroad (SHPO concurred with a Determination of Eligibility for about half the rail bed). An archeological survey was conducted and a report prepared for areas where the trail would not follow the railroad grade.	William G. Laitner, Superintendent Olympic National Park	To mitigate against potential effects of the Olympic Discovery Trail to known and as of yet unidentified cultural resources NHPA section 106 consultation was undertaken by the Olympic National Park with involvement from the Olympic National Forest, Washington State Department of Archaeology and Historic Preservation (DAHP), and the Quileute and Lower Elwha Klallam Tribes. Additionally, a NHPA Section 110 inventory was completed for the Spruce Railroad. Approximately half the railroad bed of the property was Determined Eligible, and the Washington DAPH concurred. Where the trail would not follow the existing railroad grade an archeological survey was conducted and report prepared (Kwarski, in prep), and no new cultural properties were identified.
68	Cultural Resources	No mention is made in the Heritage environmental consequences discussion that a prime goal of the project is to restore the Spruce Railroad grade alignment as a cultural resource. The trail project will restore this resource to its original appearance in terms of grade width, grade shape and drainage, and open the resource up to public enjoyment. The positive aspects of restoring the RR grade should be reinforced under the cumulative effects section.	Rich James, Transportation Program Manager - Clallam County	A component of the initial conception of this project was to restore the Spruce Railroad grade alignment as a cultural resource. The Olympic Discovery Trail project would restore the railroad to its original appearance in terms of grade width, grade shape and drainage, and open the resource up to public enjoyment.
69	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Don Gayle	Thank you for your comment.
70	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Emma Zook	Thank you for your comment.
71	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Franklin Lane	Thank you for your comment.
72	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Gayle Hampton	Thank you for your comment.
73	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Jim Wesley	Thank you for your comment.

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74	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	John Nutter	Thank you for your comment.
75	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Kathleen Kennedy	Thank you for your comment.
76	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Robert D. Freeman	Thank you for your comment.
77	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Robert Seaman	Thank you for your comment.
78	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Susan D. Donnan	Thank you for your comment.
79	Cultural Resources	Railroad grade should be preserved and maintained for public awareness and use.	Tom Long	Thank you for your comment.
80	Cultural Resources	The railroad grade should be preserved and maintained for public awareness and use, which will be accomplished with Alternative B.	Dana Sinclair	Thank you for your comment.
81	Cultural Resources	The railroad grade should be preserved and maintained for public awareness and use, which will be accomplished with Alternative B.	Gary Holmquist	Thank you for your comment.
82	Cultural Resources	The railroad grade should be preserved and maintained for public awareness and use, which will be accomplished with Alternative B.	Jan Holmquist	Thank you for your comment.
83	Cultural Resources	The railroad grade should be preserved and maintained for public awareness and use, which will be accomplished with Alternative B.	Tracy A. Fitzwater	Thank you for your comment.
84	Cultural Resources	The railroad grade should be preserved and maintained for public awareness and use, which will be accomplished with Alternative B.	Wayne A. Fitzwater	Thank you for your comment.
85	Cultural Resources	The trail will allow future generations to use the area as a cultural resource.	Cindy Colthorp	Thank you for your comment.
86	Cultural Resources	The trail will further understanding of a cultural resource, the rail bed, and its historic significance.	Grant Meiner	Thank you for your comment.
87	Design standards	A paved surface 8-10 feet wide should be provided along Lake Crescent on the former railroad grade.	Bob Myrick, Tacoma Wheelmen's Bicycle Club	The Olympic National Park is the administrative agency for this portion of the Olympic Discovery Trail, so this action is beyond the scope of this analysis. This comment will be forwarded to the park for their consideration.
88	Design standards	A paved trail will provide multi-users an off-road experience.	Cherie Pickett	Thank you for your comment.
89	Design standards	A safer asphalt path is needed on the north shore of Lake Crescent.	Lu Meiner	The Olympic National Park is the administrative agency for this portion of the Olympic Discovery Trail, so this action is beyond the scope of this analysis. This comment will be forwarded to the park for their consideration.

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90	Design standards	A smooth asphalt surface will provide the potential for creating economic benefits, and provide for multiple user groups. There should also be an adjacent crushed gravel bed.	Randall E. McCoy	Thank you for your comment. EA page 4, "The trail design standards require a 20 foot clearing of vegetation to construct a 10 foot wide (surfacing width would be 12 feet on FSR 2929-070 (segment 3) to accommodate wheel base of timber harvest equipment) chip sealed or asphalted surface to accommodate touring and mountain bike use, a 4 foot shoulder on one side to accommodate horse use and a 2 foot shoulder on the other side (Appendix 2, Proposed Olympic Discovery Trail Design Standards)."
91	Design standards	AASHTO trail standards may allow the paved trail width to be as narrow as 8 feet under low traffic situations that would be more common on the west end of the trail. The County intends to apply for a deviation from the normal 10 foot paved width for non-road portions of the trail as it is likely the low volume use standard can be met. The USFS seems to be requiring a paved width of 12 feet for the trail on FSR 2929-070 in order to accommodate logging equipment. The County is unaware of logging equipment that could operate on a paved road surface that is wider than 9 feet. All logging equipment wider than 9 feet would have to be trucked to the site and is intended for off road use only. The County was under the impression that a 10 foot wide paved surface on the road would be sufficient to handle any logging vehicle that would be using the road.	Rich James, Transportation Program Manager - Clallam County	Forest Service direction (FSH 7709.56 Ch. 4 Exh. 2) requires that paved commercial use roads be paved to a width of 12 feet. The EA appendix incorrectly stated the pavement width for FSR 2929-070 would be 10 feet. The appendix has been corrected to show a paved width of 12 feet to meet Forest Service requirements.
92	Design standards	Go ahead with planned facility (10 foot asphalt and 6 foot crushed gravel). Asphalt will prove to be a lower cost alternative over the long term, considering future maintenance.	Jeff Frkonja	Thank you for your comment.
93	Design standards	Need a paved trail (16" asphalt trail -same width as a RR tie) on the area from the lake to Cooper Ranch Road for public access to provide a safe route for all users.	Cynthia and Bill Isenberger	The proposed project was designed to stay within the existing railroad bed while providing a trail with two types of surfaces in response to the request of the anticipated trail users and meet AASHTO standards.
94	Design standards	Restore rail grade by paving in asphalt to a width of 8-10 feet to accommodate all non-motorized users, with an adjacent 6 foot wide crushed gravel bed.	Daniel Duncan	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
95	Design standards	Railroad grade should be paved in asphalt to provide non-motorized users a good surface as an alternative to Highway 101.	Dwight Waknitz	Thank you for your comment.
96	Design standards	Railroad grade should be paved to a 16 foot width, with an adjacent 6 foot wide crushed rock trail. .	Don Gayle	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.

#	Topic	Comment	Author	Response
97	Design standards	Railroad grade should be paved to a 16 foot width, with an adjacent 6 foot wide crushed rock trail. .	Gayle Hampton	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
98	Design standards	Railroad grade should be paved to a 16 foot width, with an adjacent 6 foot wide crushed rock trail. .	Loren Kreutner	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
99	Design standards	Railroad grade should be paved to a 16 foot width, with an adjacent 6 foot wide crushed rock trail. Paving the surface provides an impervious surface and a cap over the railroad bed which is known to contain serious contaminants.	Sarah Armstrong	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation. Railroad ties may have been treated with wood preservative but these ties have been removed from the railroad bed. No issues with serious contaminants were raised during project scoping.
100	Design standards	Railroad grade should be restored with the 16 foot wide trail. Paved trail should be 8-10 feet wide to facilitate universal non motorized uses.	John Jearhart	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
101	Design standards	Restore rail grade by paving in asphalt to a width of 8-10 feet to accommodate all non-motorized users, with an adjacent 6 foot wide crushed gravel bed.	Kathy Wesley	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
102	Design standards	Restore railroad grade and that it be a paved trail, 16 feet wide, and paved with asphalt.	Louise Kornreich	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
103	Design standards	Restore railroad grade and that it be a paved trail, 16 feet wide, and paved with asphalt. An additional 6 feet of width should be covered in crushed rock.	Grant Meiner	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
104	Design standards	Restore railroad grade to 16 foot wide asphalt trail, with an adjacent 6 foot gravel bed.	Paul Bourmatnov	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
105	Design standards	Restore railroad grade to 16 foot width, paved with asphalt for 8-10 feet and an adjacent 6 foot wide crushed gravel bed.	Susan D. Donnan	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
106	Design standards	Restore the railroad grade with an asphalt surface, and an adjacent gravel bed.	Ellen G. Larsen	Thank you for your comment.

#	Topic	Comment	Author	Response
107	Design standards	Section from west end of the Spruce Railroad Trail out to Cooper Ranch Road, near Klahowya Campground needs to be paved with an adjacent gravel bed.	B. Sue Johnson	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
108	Design standards	Support restoration and asphalt paving of railroad grade. Provides for rollerblading user group.	Gary Childers	Thank you for your comment.
109	Design standards	Supports the 16 foot width to accommodate multiple types of users, including 8 feet paved (10-12 feet on shared road portions).	Chuck Preble, President Peninsula Trails Coalition	The minimum widths to meet AASHTO standards and user needs, based on their input, is proposed at this time to reduce impacts and cost of implementation.
110	Design standards	The EA states (page 4) that FSR 2902 is outside the area covered by the proposed easement grant and an such need not comply with the AASHTO standards. DNR does not think existing conditions on FSR 2902 meet AASHTO standards as implied in the EA.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Wording in the EA at page 4 will be changed to clarify that the route along FSR 2902 will not meet AASHTO standards, not just pavement standards.
111	Design standards	The railroad grade should be restored and paved in asphalt to a width of 8-10 feet.	Tracy A. Fitzwater	Thank you for your comment supporting the proposed project.
112	Design standards	The railroad grade should be restored and paved in asphalt to a width of 8-10 feet.	Wayne A. Fitzwater	Thank you for your comment supporting the proposed project.
113	Design standards	The railroad grade should be restored and paved in asphalt to a width of 8-10 feet. There should be an adjacent crushed gravel bed up to 6 feet wide. The existing rail bed is densely compacted and relatively impervious to water. Paving will hardly change that fact.	Gary Holmquist	Thank you for your comment supporting the proposed project.
114	Design standards	The railroad grade should be restored and paved in asphalt to a width of 8-10 feet. There should be an adjacent crushed gravel bed up to 6 feet wide. The existing rail bed is densely compacted and relatively impervious to water. Paving will hardly change that fact.	Jan Holmquist	Thank you for your comment supporting the proposed project.
115	Design standards	The railroad grade should be restored and paved in asphalt to a width of 8-10 feet. There should be an adjacent crushed gravel bed up to 6 feet wide. The existing rail bed is densely compacted and relatively impervious to water. Paving will hardly change that fact.	Dana Sinclair	Thank you for your comment supporting the proposed project.
116	Design standards	The suggested trail should be paved for eight feet with asphalt, and have a six foot dirt/gravel path for mountain bikes and equestrian use.	Vicki Adams, Sound Bikes and Kayaks	Thank you for your comment supporting the proposed project.
117	Design standards	The trail should be paved to a width of 12 feet to allow safe passing space for bicycles traveling in both directions.	Charles Packard	The minimum widths to meet AASHTO standards address anticipated traffic volume and is responsive to providing safe passing space.
118	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Emma Zook	Thank you for your comment supporting the proposed project.
119	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Franklin Lane	Thank you for your comment supporting the proposed project.

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120	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Jim Wesley	Thank you for your comment supporting the proposed project.
121	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	John Nutter	Thank you for your comment supporting the proposed project.
122	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Kathleen Kennedy	Thank you for your comment supporting the proposed project.
123	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Robert D. Freeman	Thank you for your comment supporting the proposed project.
124	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Robert Seaman	Thank you for your comment supporting the proposed project.
125	Design standards	Trail on railroad grade should be 16 feet wide; paved in asphalt to a width of 8-10 feet, with an adjacent crushed gravel bed of 6 feet.	Tom Long	Thank you for your comment supporting the proposed project.
126	Design standards	Trail should be paved for multi-users.	Elizabeth J. Beckett	Thank you for your comment supporting the proposed project.
127	Design standards	Trail should be paved.	Francis Beckett, Becketts's Bike Shop	Thank you for your comment supporting the proposed project.
128	Design standards	Trail should be constructed with a dual surface including both asphalt and crushed gravel. Asphalt should be 8-10 feet wide, with crushed gravel 6 feet wide.	Michael Payne	Thank you for your comment supporting the proposed project.
129	Design standards	Trail should be paved the entire route.	Eugene D. Rimov	Due to limited financial resources, paving the entire route is not being proposed at this time. This is something the County will consider in their long range plan for the trail.
130	Design standards	Trail should be paved.	Jeremy Zink	Due to limited financial resources, paving the entire route is not being proposed at this time. This is something the County will consider in their long range plan for the trail.
131	EA vs. EIS	Considering the project would result in irreversible and irretrievable commitments of resources, it is unclear how the Forest Service justified completion of an EA instead of an EIS.	Jim Scarborough, OFCO Board of Directors	Forest Service policy establishes classes of actions that require preparation of an EIS, the only potentially applicable one being major Federal actions that may significantly affect the quality of the human environment. The irreversible and irretrievable commitments of resources discussed in the EA do not rise to the level of significance as defined in the CEQ NEPA regulations. These commitments of resources are minimal considering their context and intensity, only a small percentage of the watershed's acreage is affected and the existing disturbed nature of much of the proposed route (utilizing existing roads and old railroad grades).

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132	Easements over State Trust Lands	Easement 50-010542 encompasses a portion of trail segment 3. DNR considers this easement abandoned and the USFS does not have the ability to grant an easement to Clallam County.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Trail segment 3 is located on National Forest System Land.
133	Easements over State Trust Lands	Easement 50-053252 encompasses a portion of proposed trail segment 9. The State granted a perpetual trail easement to the USFS allowing the USFS the exclusive right to grant additional easements within the easement area.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Thank you for your comment.
134	Easements over State Trust Lands	Easement 50-071104 covers portions of FSR 2902. The predecessor-in-interest to the State granted the USFS a perpetual road and utility easement. DNR would like to meet with the USFS to determine who will grant an easement to Clallam County over State land.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Forest Service representatives will meet with DNR to discuss this issue.
135	Easements over State Trust Lands	Easement 50-077607 covers a portion of FSR 2902. The predecessor-in-interest to the State granted the USFS a perpetual cost share easement over the same road covered by Easement 50-071104. This easement allows the USFS to grant Clallam County an easement for the trail.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Thank you for your comment.
136	Easements over State Trust Lands	Table 1 on page 4 of the EA indicates that trail segment 10 is on NFS land. A significant portion of this segment crosses State trust land and is not covered by an existing USFS easement. The DNR position is the USFS does not have authority to grant an easement over lands it currently does not possess fee title or for roads where no easement rights exist.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Segment 10 as shown in Table 1 of the EA only refers to the portion of Segment 10 which is on National Forest System Land. It is correct that other portions of Segment 10 cross DNR as well as Olympic National Park ownerships. Overall land ownership for this segment (park, DNR, and Forest Service) is displayed in Appendix 2 of the EA.
137	Easements over State Trust Lands	The EA states (page 86 #39) that increased recreation use will result in an increase in the pro-rated share of road maintenance costs. State funds cannot be used to subsidize USFS recreation easement grants. DNR recommends the USFS initiate a cost share meeting to discuss the potential impacts of this easement grant on DNR's maintenance shares.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Current calculations for maintenance on roads listed within a DNR Challenge Cost Share Agreement take recreational use into consideration. This removes the concept of the State subsidizing Federal recreation use.

#	Topic	Comment	Author	Response
138	Economics	There should be more socio-economic analysis documented in the EA.	Shangrila Joshi Wynn	CEQ NEPA regulations and Forest Service policy require a cost-benefit analysis if it is relevant to the choice among environmentally different alternatives. The decision to be made by the Forest Service for this project is whether or not to issue an easement to the County for a portion of the Olympic Discovery Trail and what management requirements to include with an easement. Economic costs or benefits are not relevant to this decision. The County, as proponent of the project, is the appropriate agency to conduct any applicable socio-economic analysis.
139	Enforcement policy	The Tribe recommends that a strong enforcement policy, including regular patrolling by the County, be implemented as part of the Operation and Maintenance Plan.	Mel Moon, Director Quileute Natural Resources	The Operation and Maintenance Plan will include provisions for the County to utilize its enforcement capacity. A particular emphasis will be to keep ORVs off the non system road portion of the trail. The County has developed mechanical means that limit ORV use on the existing trail segments and these techniques will be applied as needed to the trail segments on National Forest System Land.
140	ESA consultation	We are confused that the Forest Service completed the EA without having first sought consultation with the U.S. Fish and Wildlife Service. This seems to be a case of putting the cart before the horse and weakens the overall persuasiveness of the EA.	Jim Scarborough, OFCO Board of Directors	The Forest Service has actively involved the U.S. Fish and Wildlife Service in the development and analysis of this project. Fish and Wildlife Service representatives met on the ground with Forest Service personnel to discuss the project and potential effects to T&E species. Preliminary T&E species effects determinations are disclosed in the EA. Final Section 7 ESA consultation on this project will be completed prior to the Responsible Official making a decision.
141	Forest Plan	The Olympic LRMP contains specific goals for recreation that support the construction of a trail, like the Olympic Discovery Trail. Goals on page IV-2 and objectives on page IV-23 should be cited in the EA to show how the project implements the Forest Plan. The Plan specifically supports the development of nine miles of the Port Angeles Western Railroad Grade west of Cooper Ranch Road as a trail on page 15 of Appendix A.	Rich James, Transportation Program Manager - Clallam County	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project. It also broadly mentions recreational goals and objectives. This section will be rewritten to include references to specific Forest Plan goals and objectives.

#	Topic	Comment	Author	Response
142	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Emma Zook	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
143	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Franklin Lane	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
144	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Jim Wesley	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
145	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	John Nutter	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
146	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Kathleen Kennedy	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
147	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Robert D. Freeman	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
148	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Robert Seaman	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
149	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Susan D. Donnan	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.

#	Topic	Comment	Author	Response
150	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Tom Long	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
151	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Tracy A. Fitzwater	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
152	Forest Plan	The Olympic LRMP has listed the Spruce PAW Railroad Trail Construction as a project appropriate for development. This should be noted in the EA.	Wayne A. Fitzwater	The EA notes on page 69 under the Forest Plan consistency section that reconstruction of the Spruce PAW Railroad grade as a recreation trail is identified in the Forest Plan as a potential project.
153	Invasive plants	Recommends changing proposed mitigation for invasive plants to not restrict post-construction monitoring to if funding allows. Also recommends yearly monitoring and treatment of exotic vegetation for at least three years after project completion.	William G. Laitner, Superintendent Olympic National Park	Mitigation measure #37 will be modified to remove the statement "if funding allows", and to add "annual monitoring and treatment of invasive plants for at least three years after project completion". This important monitoring is key for prevention of the spread of new infestations and not be made dependent on funding. For consistency the invasive plant monitoring listed on page 14 of the EA will be changed to show three years of monitoring instead of the proposed two years.
154	Invasive plants	Trails serve as sources and vectors for the spread of invasive weeds.	Theogene Mbabaliye, EPA Region 10	The EA addresses concerns that the trail may be a vector of spread for invasive plants, beginning on page 16. Therefore a number of mitigation measures for invasive plants are listed in Table 2, including measures # 20, 21, 32, 33, 36, and 37.
155	Maps	An EA map marks a portion of private property in T30S, R11W, section 31 as a wild and scenic corridor, implying free access to trail users. This is not the case, private property is gated and posted. Please remove this designation from the map.	Elizabeth Conkey-Smith	The EA maps are intended to provide general information on project location and Forest Plan land allocations, not to provide detailed delineation of land ownership boundaries. Information on these maps is accurate to the scale at which they are drawn. They are not a source of land ownership boundaries and do not supercede legal property boundaries as posted on the ground.

#	Topic	Comment	Author	Response
156	Merchantable trees and CWD	Request clarification on destination of merchantable trees and large CWD removed during trail construction. Encourages Forest Service to retain merchantable trees and CWD for in-stream aquatic and riparian restoration purposes.	Jim Scarborough, OFCO Board of Directors	Existing coarse woody debris (CWD) will be moved off the trail area and left on site. Trees which need to be felled may either be sold as a small timber sale and/or used for aquatic restoration projects. It is estimated that 150 MBF of timber would be removed by ground based equipment. Timber which would be sold will be decked near activity area locations accessible to log trucks. Felled cedar trees may be conveyed to tribal governments if suitable for their needs.
157	Mitigation measures	Mitigation measure #7 requires the replacement of culverts prior to trail surfacing. Culvert replacement should not be related to trail construction and the burden of culvert replacement should not be placed on this project. Other funding sources like Secure Schools Title 3 monies should be secured to replace the culverts.	Rich James, Transportation Program Manager - Clallam County	This mitigation measure will be modified as documented in the Decision Notice to reflect that the replacement of the five culverts will occur as separate funding becomes available. Replacement will not be required prior to paving of the trail. Recommendations will be made to the County to secure additional funding to replace the culverts.
158	Monitoring	The Quileute Tribe recommends a monitoring plan be required (as opposed to merely recommended as currently in EA) since impacts associated with increased use are not known or adequately anticipated in the EA. The Tribe is willing to consult with the Forest on this issue.	Mel Moon, Director Quileute Natural Resources	The monitoring listed in the EA will be a requirement of the Operation and Maintenance Plan.
159	Permits	A National Pollutant Discharge Elimination System (NPDES) stormwater permit is usually required for construction projects that disturb more than 1 acre. Please consider contacting the Department of Ecology to determine if this project needs such a permit.	Theogene Mbabaliye, EPA Region 10	The Pacific Northwest Region of the U.S. Forest Service works with the State of Washington (Department of Fish and Wildlife) to protect water quality and establish appropriate erosion control for hydraulic projects via a January 2005 Memorandum of Understanding. This project will be consistent with the January MOU.
160	Prior easement rights	The USFS granted the State an easement (#50-000049) over portions of FSR 2902. FSR 2902 was designed for speeds in excess of 40 mph. DNR does not think the easement allows the USFS to place unreasonable restrictions upon the DNR. Reducing speeds to 25 mph or less could be considered an unreasonable imposition upon DNR easement rights. Reducing speeds will increase the cost of commercial hauling and may be reflected in lower timber sale and other contract bid prices, and constitute damages to the state.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	According to Forest engineers, this road is not designed for travel speeds of 40 mph. Even if it had been designed for this speed, reducing speeds to 25 mph would only result in 26 seconds of lost time for trucks driving this road.
161	Private property	Concern with private cabin being visible from trail, causing increased curiosity and potential for more vandalism. Also had a question if trail would be on the south side of the Sol Duc River. Would like a project map showing relationship to her tax parcels (103029 120050 0000, 103029 130150 1000, and 103029 130150 2001).	Michele T. Blake	Trail segments 0A to 6 are on the south side of the Sol Duc River. These trail segments are adjacent to or on existing roads. There is no anticipation of increased vandalism since access to the areas the trail travels through already exists.

#	Topic	Comment	Author	Response
162	Proposed Action	The EA states that trail segments across NFS land would be constructed once easements across all ownerships are secured by the County. The County would like this statement amended to reflect the fact that the trail will be constructed in segments over several years, and logical contiguous segments will be constructed before all the right of way for the entire route is fully secured.	Rich James, Transportation Program Manager - Clallam County	The Decision Notice will modified project design such that issuance of an easement to the County will not be contingent upon the County securing easements across all other ownerships. Due to overwhelming public support for the Olympic Discovery Trail, it is anticipated that the entire proposed trail will be constructed within the next several years.
163	Purpose and Need	It would be more helpful to arrive at a decision or come up with alternatives if the reasons for constructing the trail were clearly stated.	Shangrila Joshi Wynn	This environmental assessment focuses on the Forest Service decision on how to respond to the County's request for an easement. Reasons for the County making the request include providing opportunities for increased tourism to several local communities, providing increased recreational opportunities, and meeting the safety need of providing an alternative route to Highway 101 for non-motorized traffic.
164	Range of alternatives	There seems to be room for additional alternatives which might lessen the impact on the environment without necessitating mitigation measures. Such as an alternative route to avoid disturbance to elk.	Shangrila Joshi Wynn	Several routes were considered during the preliminary analysis phase of this project. In regards to the effects on elk, the route location itself is not nearly as critical as the basic concept of a wide, linear, permanent corridor that would allow human access into some previously inaccessible stands of forest. Overall the route location and use is not expected to significantly affect elk.
165	Road vs. trail	Issue number 3 Aquatic Habitat uses road density and location as an indicator for evaluating effects. The County strongly objects to the use of the term increase in road density as the trail is not a road. USDA Forest Service regulations define roads and trails, and the Olympic Discovery Trail is clearly a trail and impacts must be evaluated in terms of a trail.	Rich James, Transportation Program Manager - Clallam County	Forest Service regulations (36 CFR 212.1) defines a trail as a route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. Therefore even though the proposed trail is over 50 inches wide, its planned management and use makes it a trail, and it should be referred to as a trail. However for analysis purposes, the proposed trail exceeds the design specifications for temporary roads constructed on the Forest, so the effects of the trail are being compared to that of temporary roads. The Olympic Discovery Trail will create openings and fragmentation on some forested stands and will become a permanent fixture on the landscape.

#	Topic	Comment	Author	Response
166	Road vs. trail	On page 25 under Road Density the trail is stated to degrade the situation regarding road density. The impacts of trail construction are not similar to road construction, and impacts should be evaluated related to trail construction. The techniques, erosion potential, grade variations allowed, and direct infiltration of stormwater associated with trail construction differs greatly from those involved with road construction; and are much less impacting on the environment. Road density remains unchanged under the proposed action.	Rich James, Transportation Program Manager - Clallam County	See response to comment #165. Additionally the analysis acknowledges that the long term impact of the trail will not be similar to a road.
167	Road vs. trail	Under Alternatives not considered in detail the term "road" is used in place of "trail". The Olympic Discovery Trail is a trail and should not be referred to as a road.	Rich James, Transportation Program Manager - Clallam County	The EA has been changed to remove the term "road" to describe the trail.
168	Road vs. trail	Under the ACS Consistency section of the EA the trail is compared to a road. The trail meets USFS definitions of a trail and must be evaluated as a trail, not a road. Differing construction techniques and design requirements between a road and a trail make a trail much less impacting in construction and operation than a road.	Rich James, Transportation Program Manager - Clallam County	See responses to comments #165 and #166.
169	Safety	Alternative B will provide a safe recreation transportation link and get users off Highway 101.	M.J. Breed	Thank you for your comment.
170	Safety	Concerned with shared routes, Mary Clark Road and Cooper Ranch Road. Three different logging companies haul on these roads in both directions. Many others use these roads. There are no shoulders on these roads. The trail should be built along side the road, not on the existing road surface.	Bill and Marybelle Calhoun	The County widened these roads in the 1990's. Painted fog lines will be added to delineated the area of the shoulder safe for bicycle use. A separated horse trail may be established on one side of the road on the backslope area. AASHTO standards will be met for shared routes on both of these roads.
171	Safety	Concerns with safety on shared routes. Possibly consider closing shared roads to vehicular traffic during high recreation use periods.	Theogene Mbabaliye, EPA Region 10	Speed reduction and signing, as proposed in the EA, are appropriate engineering/education tools that are used effectively for shared routes. Additionally, a site visit was conducted on August 17, 2006 to further investigate potential safety concern. As a result of that review the Decision Notice will modify the selected alternative to include installation of a locked gate at the junction of FSR 2929 and 2929-070. Access for will be retained for administrative, research, land management, and tribal purposes; as well as private and state landowner access. Additional changes to provide for safety include increasing the trail width, installing bridge railings, and signing narrow sections of shared routes.

#	Topic	Comment	Author	Response
172	Safety	DNR feels monitoring does not prevent accidents. Engineering, education, and enforcement are tools used for prevention.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Thank you for your comment. The monitoring component of the proposal is to evaluate effectiveness of the engineering, education, and enforcement tools which will be used to promote user safety.
173	Safety	DNR has significant concerns about safety related to the use of FSR 2902 and feels improvements would be needed prior to use of the road as a trail. The EA implies no monies are available to perform any road improvement work and therefore no work will be done. Safety issues related to not performing this work are not addressed by the EA and should be.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	The August 17, 2006 site visit evaluated this portion of the proposed trail and found that there is excellent site distance for the two single land concrete bridges and there appears to be minimal motorized use. Speed reduction and signing, as proposed in the EA, are appropriate engineering/education tools that are used effectively for shared routes. Additional measures to provide for safety include increasing the trail width, installing bridge railings, and signing narrow sections of shared routes.
174	Safety	Even with a speed restriction of 25 mph; trail use on FSR 2902 concurrent with commercial hauling is dangerous and could place easement holders in an unacceptable liability situation. There is not enough room for concurrent use on the running surface and not enough shoulder width to allow for both, with an acceptable margin of safety. The USFS should reconsider the safety issues related to concurrent use.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	The County has been negotiating with DNR for five years to address liability concerns. Liability concerns will be addressed through the easement process. There have been no known cases of lawsuits against the DNR in Clallam County by any bicyclist utilizing the DNR road system for recreational use. Additional safety measures, such as increased trail width, bridge railings, and signing narrow sections, are proposed in Alternative B (modified).
175	Safety	Existing route along Highway 101 around Lake Crescent is terrifying.	B. Sue Johnson	Thank you for your comment.
176	Safety	Trail along the railroad grade will address the long standing safety issue at Lake Crescent with the existing route along Highway 101. The public needs an asphalt surfaced alternative route on the Lake's north shore	Daniel Duncan	Thank you for your comment.
177	Safety	Existing route along Highway 101 around Lake Crescent is terrifying.	Phil Talarico, President, West Sound Cycling Club	Thank you for your comment.
178	Safety	Highway 101 is not compatible to riding a bicycle.	John Jearhart	Thank you for your comment.
179	Safety	It is unsafe to ride around Lake Crescent.	Linda Rogers	Thank you for your comment.
180	Safety	Need an alternative to riding along the existing highways in the area.	Randall E. McCoy	Thank you for your comment.
181	Safety	Need to get cyclists off Highway 101. There are major safety issues.	Vicki Adams, Sound Bikes and Kayaks	Thank you for your comment.

#	Topic	Comment	Author	Response
182	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Emma Zook	Thank you for your comment.
183	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Franklin Lane	Thank you for your comment.
184	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Jim Wesley	Thank you for your comment.
185	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	John Nutter	Thank you for your comment.
186	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Kathleen Kennedy	Thank you for your comment.
187	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Robert D. Freeman	Thank you for your comment.
188	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Robert Seaman	Thank you for your comment.
189	Safety	Public needs an asphalt surfaced alternative to bicycling along Highway 101.	Tom Long	Thank you for your comment.
190	Safety	Shoulder of Highway 101 is less than 18 inches wide in many places and is not a safe situation for bicycle use.	Loren Kreutner	Thank you for your comment.
191	Safety	Shoulder of Highway 101 is less than 18 inches wide in many places and is not a safe situation for bicycle use.	Michael Payne	Thank you for your comment.
192	Safety	The EA at page 98 states that on FSR 2902 the probability of major damage or serious injury/death as a result of "run-off-the-road" accidents would be considered high. How is the USFS addressing this? We feel speed reduction and monitoring alone will be insufficient to adequately provide for public safety.	Howard Thronson (Manager-Product Sales and Leasing Division, DNR)	Speed reduction and signing, as proposed in the EA, are appropriate engineering/education tools that are used effectively for shared routes. The August 17, 2006 site visit evaluated this portion of the proposed trail and found that there is excellent site distance for the two single land concrete bridges and there appears to be minimal motorized use. Additional measures to provide for safety include increasing the trail width, installing bridge railings, and signing narrow sections of shared routes.
193	Safety	Trail will address the safety issue with non-motorized passage along Lake Crescent.	Susan D. Donnan	Thank you for your comment.
194	Safety	Trail will provide access along the north shore of Lake Crescent, avoiding the unsafe existing route along Highway 101.	Tracy A. Fitzwater	Thank you for your comment.
195	Safety	Trail will provide access along the north shore of Lake Crescent, avoiding the unsafe existing route along Highway 101.	Wayne A. Fitzwater	Thank you for your comment.
196	Safety	Trail will provide access along the north shore of Lake Crescent, avoiding the unsafe existing route along Highway 101. The public needs an asphalt surfaced alternative on the Lake's north shore.	Dana Sinclair	Thank you for your comment.
197	Safety	Trail will provide access along the north shore of Lake Crescent, avoiding the unsafe existing route along Highway 101. The public needs an asphalt surfaced alternative on the Lake's north shore.	Gary Holmquist	Thank you for your comment.
198	Safety	Trail will provide access along the north shore of Lake Crescent, avoiding the unsafe existing route along Highway 101. The public needs an asphalt surfaced alternative on the Lake's north shore.	Jan Holmquist	Thank you for your comment.

#	Topic	Comment	Author	Response
199	Safety	Traveling the State highway by bicycle is very dangerous considering the lack of shoulder and many blind curves.	Bob Myrick, Tacoma Wheelmen's Bicycle Club	Thank you for your comment.
200	Sanitation	Concerns with trash and bathroom facilities. What are the County's plans for these necessary amenities?	Bill and Marybelle Calhoun	Additional facilities will be located at the trail intersection with Cooper Ranch Road. New signage will direct users to existing facilities along Lake Crescent, at Klahowya, and at Tumbling Rapids.
201	Shared road use	Requests that the trail be kept off the Mary Clark Road by placing it adjacent to the existing road. This would eliminate the possibility of a reduction in speed and accidents. Neither the Mary Clark Road or the Cooper Ranch Road are wide enough to accommodate both bikes and horses on these roads. The idea of sharing these roads with wheelchairs and skateboards boggles the mind.	Elizabeth Conkey- Smith	The Cooper Ranch and Mary Clark roads will have painted fog lines to delineate the area of the shoulder safe for bicycle use. A separated horse trail may be established on one side of the road on the backslope area. AASHTO standards will be met for shared route on both of these roads.
202	Stream/wetland crossings	Recommends the Forest Service withhold an easement for trail construction until Clallam County commits in writing to utilize the most advanced methods of stream/wetland crossings (e.g. improving upon the arch culvert design at the forested wetland at the west point of the trail).	Jim Scarborough, OFCO Board of Directors	The Decision Notice modifies the selected alternative such that for the stream crossings in segment 10 above the forested wet area, a modified culvert and bridge, and/or modified location will be required to further minimize the impacts to the stream bank and channel.
203	Survey and Manage Species	The EA on page 60 indicates leaching of petroleum products would impact scattered individuals of survey and manage fungi. Research does not justify this statement. Heavy oils used in paving don't have the tendency to leach more than an inch into surrounding soils.	Rich James, Transportation Program Manager - Clallam County	At the time the botany report for this EA was prepared it was thought that the oils used for trail paving might leach deep enough into the soil to affect fungi. With additional specifications provided by the County it is now expected that oils would not leach more than an inch. The references to leaching of petroleum products in the fungi effects analysis will be removed in the final EA. The other potential effects related to disturbance of woody debris and soils will remain the same.
204	User Demand	Information reflecting significant user demand is not included in the EA. Without this information anticipated use levels are speculative. The route offers minimal scenery, is often wet, and likely to be overrun with ORVs. These factors don't lend themselves to a popular bicycle trail. Without adequate evidence to demonstrate a compelling need or demand, any trail related environmental degradation is less acceptable.	Jim Scarborough, OFCO Board of Directors	The County anticipates usage will vary with the weather but will average slightly less than 50 bicycles per day. Even at this conservative estimate more than 18,000 bicyclists per year could utilize the facility. Additionally this will be a popular equestrian route and portions of the route will be popular with hikers.

#	Topic	Comment	Author	Response
205	User Demand	There does not appear within the EA, information that appropriately describes the anticipated use level. The Tribe is concerned about impacts the project may have in the future on the natural resources (conducting research, hunting and gathering plant and animal resources) that are culturally important to the tribe if the trail and adjacent National Forest Lands should experience a significant increase in usage over and above current levels. Without this information the EA is speculative in regards to the effects on resources.	Mel Moon, Director Quileute Natural Resources	The County anticipates usage will vary with the weather but will average slightly less than 50 bicycles per day. Even at this conservative estimate more than 18,000 bicyclists per year could utilize the facility. Additionally this will be a popular equestrian route and portions of the route will be popular with hikers.
206	User-created trails	There may be proliferation and increase in user-created trails, branching from the designated trails. This could result in impacts to riparian zones and wetlands, and cultural sites. Vegetation and soils may be trampled and compacted, increasing erosion. There may be an increase in the risk of human caused fires.	Theogene Mbabaliye, EPA Region 10	There has been little evidence of user created trails proliferating in association with other segments of the Olympic Discovery Trail. The underbrush and thick vegetation adjacent to the trail will likely keep most trail users on the trail.
207	Wetlands	The document contains numerous citations of wetlands or forested wetlands. Are these truly wetlands as defined in the Army Corps of Engineers 1987 Manual? The presence of wetland vegetation alone does not automatically define an area as a wetland. The COE manual considers soils, hydrology, and dominant facultative wetland vegetation in the determination.	Rich James, Transportation Program Manager - Clallam County	The forested wetland referred to in the EA does not meet the definition of a federally designated wetland (as defined in the Army Corps of Engineers 1987 Manual). The term forested wetland was used in the EA to describe an area which has vegetation indicative of a wet area environment in order to describe the effects of the proposed activities. Terminology in the EA has been changed to refer to this area as a forested wet area.
208	Wildlife	Concurs with Quileute Tribe's concerns regarding elk and deer harassment, though winter range. Emphasizes need for prevention of ORV use on trail, and consistent law enforcement presence.	Jim Scarborough, OFCO Board of Directors	The County will use its enforcement capacity to keep ORVs off of the non system road portion of the trail. It has also developed mechanical means that will limit ORV access. The Operation and Maintenance Plan will require monitoring of ORV use and whether enforcement is adequate.
209	Wildlife	Has Section 7 consultation already occurred?	Rich James, Transportation Program Manager - Clallam County	The U.S. Fish and Wildlife Service has been involved with project development. Section 7 ESA consultation will be completed before a decision is made by the Responsible Official.

#	Topic	Comment	Author	Response
210	Wildlife	Wildlife habitat, behavior, and displacement could result from heavy trail use.	Theogene Mbabaliye, EPA Region 10	The EA discloses the potential effects of the proposed activities on wildlife. Construction of the trail and its subsequent use would have some effects, but it is not possible to determine the exact degree of these impacts given the lack of baseline information. Overall some individuals of species may be effected but it is not likely that there would be negative effects at the population scale.