

AGENDA
CLALLAM COUNTY TRAILS ADVISORY COMMITTEE
Clallam County Courthouse, Room 160
223 East 4th St Port Angeles, WA
March 3, 2021 - 1:30 p.m.

****ATTENTION****

In response to the current Governors order Clallam County has moved Phase 2 of the Healthy Washington Roadmap to Recovery Plan. To be in compliance with the Healthy Washington Roadmap to Recovery Plan the following general requirements for COVID safety for meetings held in the Board of Commissioners (BOCC) Board Room are as follows:

1. All attendees are encouraged to provide contact information on a sign in sheet which will be retained for 28 days for contact tracing purposes.
2. Public seating areas and Committee member seating will be arranged to ensure physical distancing is maintained.
3. Meeting attendees must wear a proper face covering and maintain six feet of physical distance between other persons.
4. No food or drink should be consumed in the BOCC Board Room.
5. Meeting organizers shall clean or arrange to have cleaned high-touch surfaces before and after each meeting.
6. Hand sanitizing stations will be available in the BOCC Board Room.
7. Keep doors and windows open where possible to improve ventilation.

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

If you would like to participate in the meeting via BlueJeans audio only, call 408-419-1715 and join with Meeting ID: 887 847 675

If you would like to participate in the meeting via BlueJeans video conference, visit www.bluejeans.com and join with Meeting ID: 887 847 675

Public comment and questions can be directed to the Clerk of the Board at 360-417-2290 or sgray@co.clallam.wa.us

A. WELCOME/CALL TO ORDER/ROLL CALL

B. REQUEST OF MODIFICATIONS/ADDITIONS TO AGENDA

C. APPROVAL OF MEETING MINUTES: FEBRUARY 3, 2021

D. ANNOUNCEMENTS

E. DISCUSSION ITEMS

1. Peninsula Trail Coalition Project Report on Olympic Discovery Trail (ODT) Length.
2. Bollard Height and Other Considerations.
3. Brainstorming on ideas to improve trail etiquette/courtesy messaging on the ODT.

F. TRAIL PROJECT REPORTS & UPDATES

1. Spruce Railroad Trail landslide removal.

2. Motorcycle Barrier Removal Project on the Olympic Adventure Trail
3. ODT-Forks to La Push
4. Port Angeles Waterfront Trail Section Maintenance
5. DNR Striped Peak Trail Expansion and Improvement Project
6. Other Project Reports/Updates

G. OLYMPIC DISCOVERY TRAIL (ODT) MAINTENANCE REPORTS

1. OAT – Bear Creek Crossing
2. Other Reports

H. PUBLIC COMMENT

I. ADJOURNMENT

Members: Andy Stevenson, Jennifer Reandeau, Justin Zarzeczny (Dept. of Natural Resources), Gary Gleason, Dick Gritman, Kat Sample, Chuck Preble, Charlie Commeree, Jason Anderson, Gordon Taylor, Eric Rohrer, Bill Biery, and Richard Bloomer.
Ex-officio Members: Lisa Turecek (Olympic National Park), Steve Gray (Clallam County Public Works/Road Department), and Bill Peach (Clallam County Commissioner)

Clallam County Trails Advisory Committee (TAC)

February 3, 2021 Meeting Minutes

WELCOME/INTRODUCTIONS

The meeting was called to order. The meeting was conducted via video and phone conferencing. In person public meetings, are currently prohibited by Governor Order due to COVID-19.

Members Present: Gary Gleason, Justin Zarzeczny, Dick Gritman, Kat Sample, Charlie Commeree, Gordon Taylor, Eric Rohrer, Bill Biery, and Richard Bloomer.

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

APPROVAL OF MINUTES:

Mr. Commeree motioned to approve the December 2, 2020 meeting minutes, which was seconded by Mr. Zarzeczny. The motion passed with all in support.

ANNOUNCEMENTS:

Mr. Gray welcomed new member Richard Bloomer representing Olympic Peninsula Bicycle Alliance (OPBA). He also announced the Run the Peninsula – Elwha River Bridge Run (5K/10K) Event will be held this Saturday (February 6) on the Olympic Discovery Trail (ODT) between the Elwha River Bridge and the Port Angeles 18th Street Trailhead. The trail event will incorporate changes to address COVID-19 concerns such as the event will be run in separate participant waves.

NEW BUSINESS/DISCUSSION ITEMS:

Nominations/Election of Chair and Vice-Chair

Mr. Taylor motioned to re-elect Andy Stevenson, Chair, and Gary Gleason, Vice-Chair. The motion was seconded by Mr. Commeree and passed with all in favor.

New member Richard Bloomer representing the Olympic Peninsula Bicycle Alliance (OPBA) introduced himself and indicated his interests. He added that he recently volunteered for the day on the County Trail Crew, and that he is on the OPBA Safety Committee and hopes to be a conduit to share information between the TAC and the OPBA.

TRAIL PROJECT UPDATES/REPORTS

Project update reports were provided as summarized below:

ODT-Spruce Railroad Trail

State Grant Close-out: Mr. Gray reported that Clallam County successfully closed out the 2016 and 2018 WA. State Recreation and Conservation Office Trail Grants to complete the Spruce Railroad Trail (SRRT) around Lake Crescent in Olympic National Park (ONP), and that the County received the expected balance of awarded grant funds.

SRRT Trail Closures: Mr. Gray reported that due to a landslide the SRRT has been closed since January 3 between the two tunnels. He noted that ONP recently secured funding needed for removal and clean-up of

slide debris across the trail, and that the work likely to be done by Bruch & Bruch that still has an open contract related to final SRRT work. The next-step will be to finalize scope of work and schedule. Weather conditions will be a factor in the schedule. Mr. Gray added SRRT user's traffic following reopening was high even during this time of year. A question was asked if there was trail user counts for the SRRT section. Mr. Gray responded that the plan is to install a trail counter at the East Beach Rd/Lyre River trailhead start.

SRRT Maintenance: Mr. Gray indicated that going forward the ODT--Spruce Railroad Trail segment within ONP will be maintained by Park staff and/or their approved volunteer crews. Clallam County will no longer be assisting with maintenance. The Peninsula Trails Coalition (PTC) is working on an agreement with ONP to allow them to assist with trail maintenance on this section. In the future, if County assistance for trail maintenance is something ONP wants to explore, the County and ONP can consider an intergovernmental agreement. Reports are forwarded now to the Parks Road Supervisor. Gordon Taylor reported that the PTC and ONP agreement is still under discussion at this time.

Posted Speed Limits: Mr. Gray noted that 15 mph speed limit signs have been posted near the Lyre River (East Beach Rd) and North Shore Area access points in ONP. It is not known at this time whether ONP will enforce speed limits. A 15 mph speed limit has been previously discussed by the TAC. Other portions of the ODT in Clallam County have been posted with 5 mph and 10 mph warning signs in certain areas due to steeper grades. A 15 mph speed limit for ODT may be starting point for formalizing County future ODT trail policies and regulations.

Mr. Bloomer inquired whether there is a 15 mph speed limit on the ODT. Mr. Gray indicated that 15 mph would be a recommended speed limit under good conditions and lines of sight. There is no current regulatory speed limit in County managed sections and he does not believe in other ODT trail jurisdictions. Adopting and posting of ODT speed limits is an item identified for continued discussion by the TAC. Right now trail users have a responsibility to travel at a prudent and safe speed to avoid harm to themselves or other trail users. Mr. Gray added that 15 mph would not be safe speed in certain areas and conditions.

Mr. Biery noted that some bike users travel at high speed and are not considerate of others and appear to think everyone needs to get out of their way. He inquired is there a way to provide education material such as signage or public announcements in the press to help inform proper trail etiquette of who yields to who. Mr. Gray responded there is already a fair amount of this type of messaging out there such as information in brochures at trailheads, ODT web page has trail courtesy information, and some trail yield sign messaging scattered along the trail. He added this might be an area for follow-up by the TAC to identify how we can improve such messaging.

ODT-Diamond Point Rd to Old Gardiner Road Connector.

Mr. Gray noted that the approximately 100-foot long sidepath along the east-side of Diamond Point Road between the road crossing point and the recently paved ODT connector between Old Gardiner Road and Diamond Point Road was completed and paved in December 2020. TAC members were referred to the before and after photos that were part of the meeting packet materials.

Mr. Gray indicated that no solid bollards are being proposed at either end of the short ODT-Diamond Point to Old Gardiner Road connector by either Clallam or Jefferson County. On the Clallam County side, the plan is to install flexible tubular posts and pavement markings between road travel lanes and new side path to increase visibility and safety. The tubular posts are to be centered in a 3 to 4 foot wide within a pavement marked buffer strip. The County will also be installing a stop sign on the new sidepath at the trail crossing on the east side of Diamond Point Road. There is already a trail stop sign on the west side of this crossing at the Diamond Pt. Rd trailhead. The County will also install "motorized vehicle" prohibited signs. Mr. Gray

also noted that the County is exploring purchasing a walk behind power painting equipment for smaller painting jobs. This equipment should benefit trail pavement marking efforts.

Mr. Bloomer reported that he observed near the ODT trail crossing at Knapp Road a car on the trail. There is a bollard at this location.

Mr. Gleason inquired about adding a rumble strips or grooved type pavement along the edge of Diamond Point Road between the road and sidepath. Mr. Gray responded that at this point the plan is to install the flexible bollards and pavement marking to provide the physical and visual separation.

Motorcycle Barrier Removal Project on Olympic Adventure Trail (OAT)

Mr. Gray reported that the County has removed 12 motorcycle barriers to-date on the Olympic Adventure Trail (OAT). This includes removal of the barriers between SR 112 trailhead and Eden Valley Road crossing, except for the barrier at the Dan Kelly parking area and the one just west of the powerlines near the SR 112 trailhead. There is also one-half of a barrier to remove east of the Eden Valley Road crossing. The County hopes to remove most of the rest of the barriers in February, but may need to hold-off on some removals until the DNR sign order for "motorized vehicles prohibited" is received. TAC members were referred to the before and after photos of one of the barriers that was removed that were part of the meeting packet materials.

Commissioner Bill Peach indicated that he had joined the meeting.

ODT-Dean Creek Bridge Crossing

Mr. Gray reported that the channel dug out across the small meander bend on the downstream side of the ODT-Dean Creek bridge crossing is working well to prevent erosive stream flows directly at the repaired east bridge abutment. Most of the streamflow now follows this channel. TAC members were referred to the before and after photos that were part of the meeting packet materials.

Mr. Gray also summarized results of a recent report by Jamestown S' Klallam Tribe (JSKT) consultants related to cost estimates for two, long-term options for the bridge crossing:

Option 1: Longer bridge replacement (Est. Cost ~ 1 million)

Option 2: Reconstruct the bridge in its current location with deeper pile foundations and abutment protection. (Est. Cost ~ \$800,000)

These costs are based on the JSKT consultant cost estimates where engineering, environmental review and permitting, and construction management being contracted out by JSKT. One potential cost saving consideration may be for JSKT to come to agreement with County for these types of work items. Another option being explored by JSKT is with WSDOT regarding possibility of moving up the US 101 Dean Creek Culvert Replacement with the option to extend to accommodate a trail crossing.

Mr. Zarzeczny provided additional information regarding the earlier comment by Mr. Bloomer regarding vehicles on the trail near the ODT-Knapp Road crossing. He noted that he has also seen vehicles in that trail section. He believes they are getting onto the trail via a driveway on property just east of Knapp Road directly across from the Lavender Farm (on south side of US 101). Mr. Gray will pass this information to JSKT who manages this section of the trail.

ODT-Forks to La Push

Mr. Gray reported on recent progress for the ODT- Forks to La Push project from US 101 in Forks. He noted that the Western Federal Lands Highway Division (WFL) contracted for a project feasibility report to evaluate project scope, schedule, costs, risks and delivery methodology and that on January 6, he and Joe Donisi, Asst. County Engineer, met with the WFL Project Manager and the consultant team to discuss the project and visit the trail route. He also noted that the draft report is expected sometime this spring/summer, and that the County will be continuing with work related to trail corridor acquisition efforts this year.

Mr. Commeree inquired about the status of the funding award to support trail corridor acquisition that received a #1 project ranking for a state grant. Mr. Gray explained that there are two main sources of funding for this segment. Construction funding is from the Federal Lands Access Program (FLAP) award (5 million plus). The trail corridor acquisition state grant is anticipated to be officially awarded to be available to get under contract in the summer 2021.

Mr. Gleason inquired whether any federal stimulus funding available for the planned trail bridge crossing immediately east of this segment in Forks. Mr. Gray noted he was not aware of any such funding yet to directly support trail, but that the County will be targeting pursuing federal surface transportation funding to help fund the bridge. Commissioner Peach indicated the County Commissioners have prepared a project list for potential stimulus funding and recommended to follow-up to see if this project could be added to the County list.

OLYMPIC DISCOVERY TRAIL MAINTENANCE REPORTS

Olympic Adventure Trail (OAT) Whiskey Creek Horse Trail Crossing Repair

Mr. Gray reported that on January 14, the Clallam County Volunteer Trail Crew with local Backcountry Horsemen of Washington (BCHW) volunteers working with Tanner Boggs, County Volunteer Coordinator, completed the work to reconstruct the west-side horse trail approach to the OAT Whiskey Creek crossing. This culminated a total of 12 work days on this project starting back in September 2020. Work party sizes were limited due to Covid-19.

Mr. Gray noted that County staff consulted with Tom Mix, BCHW, on a design concept to ensure the rehabilitation would work well for horses. Reference was made to the before and after photos of part of the restored trail included in the meeting packet materials. Key project steps included, but not limited to: 1) digging down to solid material; 2) locating suitable diameter downed logs in the surrounding forest for trailside curbs and hauling them to the project site; 3) stripping and anchoring the curb logs; and 4) hauling and spreading several yards of rock base and 15 to 20 yards of gravel by power wheel barrow. The project also incorporated stalls mats to firm up trail base previously placed by a friend of the trail. Permission to use a trail on part of private property from the County pit cut hauling distance from about 1.3 miles to 0.5 miles. Mr. Gray noted there is some work needed to be done on the east side of the crossing that is targeted for the spring.

Lorrie Mittman inquired whether there were any plans to replace the OAT Whiskey Creek Trail Bridge. Mr. Gray indicated that the trail bridge support will need future replacement, but there is no funding to replace at this time. He indicated due to riparian and murrelet habitat concerns, DNR will not allow felling of an available tree close by the current bridge site for a new bridge support. Potential considerations noted included shoring up current crossing to extend lifespan, purchasing a tree and hauling to site to replace current support, working with the BCHW for a stock bridge crossing at the horse crossing (not ideal approach grades for bikes), and looking for a shorter crossing point span.

Other County Trail Maintenance Efforts (December – January)

Clallam County trail maintenance highlights for December thru January included:

- Inspected the Gossett to Waterline Road and Freshwater Bay to Thompson (including horse trail) sections and blew off trail debris ODT-Gossett to Waterline Road Section.
- Patched a small developing hole on the trail just west of Seibert Creek Bridge Crossing.
- In late-December, responded to report on a treefall cluster and related debris across the ODT west of the Daley-Rankin Tunnel (between mile 30 and 32) in ONP. The treefall was cleared to open path, but part of debris from large rootwad and small slide too large and left for ONP to address.
- Inspected Old Blyn Highway to Heath Rd and Siebert to Morse Creek trail sections, and conducted targeted blowing off of trail debris in both of these trail sections, as needed.
- Applied approximately 1500 lbs of sodium bicarbonate (baking soda) for moss control in sections between FS 2918 Road to Camp Creek Trailhead Area. This effort was coordinated with PTC volunteers who used the Kubota to broom/sweep the corridor prior to moss treatment.
- Repaired blocked culvert on OAT (mile 14) and repaired trail tread.
- Audited and blew off debris on the OAT from mile 15-21

Other County Volunteer Crew Work Party Efforts

Other County Volunteer Crew Work Party efforts besides the Whiskey Creek Horse Trail Rehabilitation for the December – January period included the removal of approximately 300 scotch broom plants along a stretch of the ODT from HWY 101 to FS 2918 and moss treatment near ODT milepost 41.

Other Maintenance Reports/Needs

Mr. Taylor reported that PTC work crew used the Kubota to sweep/broom sections of the trail west of Lake Crescent and also between Health Road and Bagley Creek Road.

Mr. Gleason inquired whether any new reports on Jefferson County trail development efforts. No one had anything new to report.

There were no other member reports of needed trail maintenance.

PUBLIC COMMENTS

No comments. See Lorrie Mittman earlier comment related to the OAT Whiskey Creek Horse Trail Project.

ADJOURNMENT

Vice-Chair Gleason asked if any other business. Hearing none the meeting was adjourned.

Background Materials for Discussion on Bollard Height and Other Considerations

Bollard Height & Diameter Guidelines

Current 2012 AASHTO Guidelines

- Height = Min. 40 inches *(notes some jurisdictions use of taller bollards that can be seen above users to reinforce visibility.)*

- Diameter = Min. 4 inches

WSDOT Type 1/2 Bollard Standard Design Guideline*

- Height = 30 inches*

- Diameter = 4 inches

**WSDOT reviewing whether their Type 1 / 2 Bollard Standard Design for height needs to be updated.*

Diamond Point Trailhead Example

Lockable Pull-out 30" x 2.5"



ODT- Gosset Road Trailhead Example

Lockable Fold Down 42" x 2.5"



Spruce Railroad Trail – E. Beach Rd. Trailhead

Pull-out, 4 to 6" Diameter



Trail Access Control Considerations

Brian Wood
Washington Pedestrian and Bicycle Coordinator
WSDOT Active Transportation Division
woodb@wsdot.wa.gov
360-705-7385

Trail Bollard Crashes

- 2006, Susan Camicia was paralyzed after striking a bollard on the I-90 Trail while biking
- 2012, Seattle Transportation Department removed 14 bollards along the Burke-Gilman Trail between NW 43rd Street and NW 36th Street to improve safety for bicyclists.
- 2014, all center bollards were removed from B&O trail in Ohio
 - "Giuseppe Maino . . . struck one of the center bollards while riding and subsequently died of internal injuries" 2012
- 2017, Carl Schwartz became a quadriplegic after striking a center bollard on a trail in Cecil Moses Memorial Park, Tukwilla

Trail Bollard issues



- Safety
- Barrier to users
- 24 hour solution to very infrequent problem

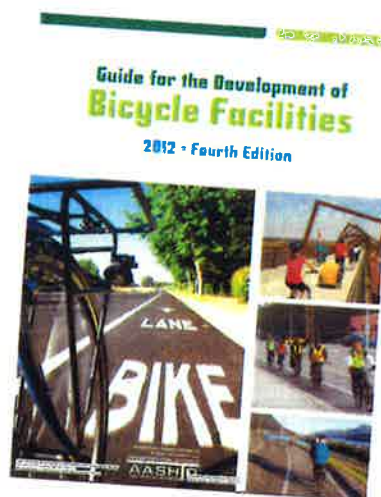


AASHTO Recommendation

Guide for the Development of Bicycle Facilities, 4th Edition, 2012:

“routine use of bollards and other similar barriers to restrict motor vehicle traffic is not recommended. Bollards should not be used unless there is a documented history of unauthorized intrusion by motor vehicles.”

Page 5-46, *Restricting Motor Vehicle Traffic*



WSDOT Active Transportation Recommendations

- Avoid use of bollards or other trail obstructions
- Follow ASSHTO Bicycle Design Guidance for access restriction options and use of bollards when deemed necessary
 - Existing guide is generally up to date and aligns well with draft revision, expected in 2021

Use of barriers to restrict motor vehicle access

- Barriers such as bollards, z-gates, and fences, within the clear width of a shared use path are not recommended, unless there is documented history of unauthorized intrusion
- Rationale:
 - Create permanent obstacle to path users
 - May be struck by trail users, resulting in serious injury
 - View of a bollard may be shielded by other trail users
 - Can slow access for emergency responders
 - Often ineffective at keeping out motorized traffic
 - Determined violators often gain entry and damage path structures/adjacent vegetation

Preventing vehicle entry: three-step approach

1. Post signs where roads and shared use paths cross, and at other path entry locations
2. Design path entry to clearly indicate that it is not a vehicle access
 - Make intentional access by drivers difficult without creating hazards for path users
3. Assess effectiveness of access restriction treatment

Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

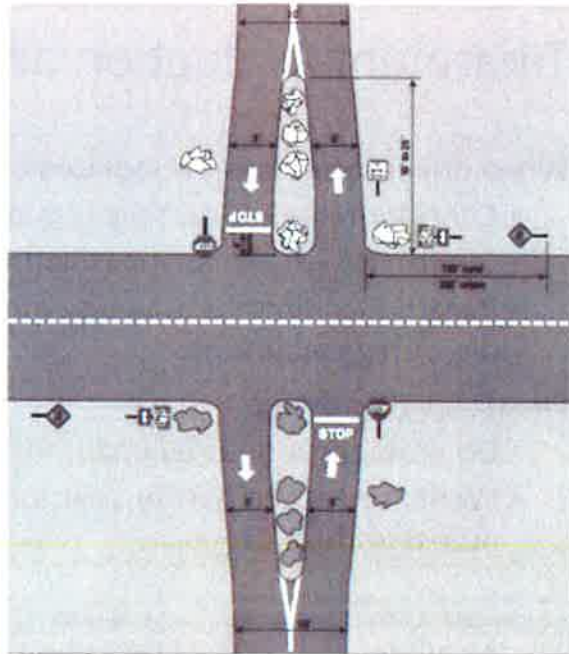
Signage - MUTCD

- R5-3 No motor vehicles sign can be used



Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Center island: a preferred method for preventing access



Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Center island: a preferred method for preventing access

- Island should use low landscaping
- Delineate approach to island with solid line pavement markings
- Path sections around island should be half the path width, but not more than 6 feet wide
- Curbing around island should be beveled or mountable
- Island should allow emergency/maintenance vehicle access
- **Alternate plan for emergency/maintenance vehicle access:** separate access point secured by gates or fencing. Removable bollards can be used, but should not be the only treatment as they can be pulled out.

Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Treatment Evaluation and next steps

When driver incursions are isolated to a specific location:

- Consider targeted surveillance and enforcement
- Determine why incursion is happening at that location
- Determine whether downstream trail changes might discourage violations

Persistent violations:

- Do problems posed by unauthorized vehicles warrant barriers?
- Would benefit of barrier solution exceed cost of safety risk and access issues?

Summarized guidance from AASHO, Pg 5-46/47

[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Flexible Delineators

- Prior to installing rigid bollards try flexible delineators first
- Flexible or spring-mounted delineators may reduce driver access with a lower risk of injury versus bollards



Summarized guidance from AASHO, Pg 5-46/47

[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Best practice when need for bollards/vertical barriers deemed necessary

Make barriers as compatible with path users as possible



Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Bollard Passage Needs

- Bollards should permit passage, without dismounting, for:
 - Adult tricycles
 - Bicycles towing trailers
 - Tandem bicycles
- Bollards should not restrict access for people with disabilities
- At a minimum, four feet of clearance between bollards must be maintained, in compliance with pedestrian accessibility guidance
- All users legally permitted to use the facility should be accommodated

Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Bollard Visibility

- Mark barriers with retroreflective material on both sides or with appropriate object markers, as described in MUTCD
- Use a minimum height of 40 in and minimum diameter of 4 in
 - Tall bollard considerations:
 - Increases visibility
 - Requires extra shy space due to increased potential for handlebar strike, but this may create too wide a gap
- Internally-lit bollards should follow all visibility requirements of non-lit bollards



Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Bollard Number and Placement

- Bollards should only be installed in locations where vehicles cannot easily bypass the bollard.
- Use of one bollard in the center of the shared use path is preferred when more than one post is used
 - Odd number puts one post in the center to clearly identify the two travel directions
- Wider spacing can allow entry to motor vehicles
- Narrower spacing might prevent entry by adult tricycles, wheelchair users, and bicycles with trailers

Summarized guidance from AASHO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Bollard Placement Considerations

- Provide adequate sight distance for users to adjust speed
- Placement should not be coincident with other decision points
 - Decision actions:
 - Bollard avoidance
 - Yielding/stopping for crossings
 - Merging
 - Bollards should not be placed immediately adjacent to sidewalk or street intersections, or at junctions with other trails.
- Place bollards a minimum of 30 ft ahead of other decision points

Summarized guidance from AASHTO, Pg 5-46/47
[Guide for the Development of Bicycle Facilities, 4th Edition, 2012](#)

Striping for bollard use



- Striping an envelope around the approach to the post is recommended to guide shared use path users around the object.
- Taper should be based on the design speed with longer tapers used where bicyclists tend to be travelling faster

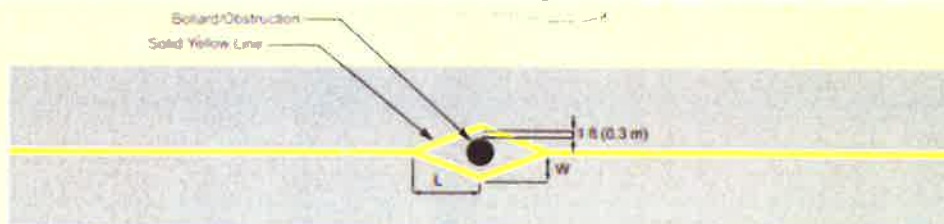


Figure 5-21. Bollard Approach Markings

Removable Bollard Considerations

- If bollards will be removable:
 - Only fully removable bollards should be used so they can be cleared from the path
 - The open bollard hole should be covered when bollards are removed
 - Covers should be permanently attached, flush with the pavement/surface and slip resistant

Background Materials for Trail Etiquette/Courtesy Messaging on the Olympic Discovery Trail

Trail Notes:

Distance from Blyn Rd. Trailhead to the Port Angeles Waterfront is 26.4 miles 24.4 miles completed and paved and 2 miles of temporary, on-road or gravel trail in 3 spots.

- Going **East** from Blyn –See ODT East Map
- Going **West** from Port Angeles – See the West Central ODT Map.



- Clallam Transit provides bus service for bicycles. 360-452-4511

Access Points Jamestown S'Klallam

Campus in Blyn, on US Hwy 101, Parking, toilets, water, convenience shop.

1. Jamestown S'Klallam Campus in Blyn, on US Hwy 101, Parking, toilets, water, convenience shop.
2. Sequim Bay State Park. On US Hwy 101, 3 miles east of Sequim. Parking, camping, toilets and showers, beaches.
3. Whitefeather Way. Just off US Hwy 101, Directly adjacent to the Johnson Creek trestle, Parking, toilet.
4. Carrie Blake City Park. Blake Ave at Fir St. Parking, toilets, water, picnic areas.
5. Railroad Bridge Park. West end of Hendrickson Rd. Parking, toilets, water, river walks, wildlife exhibit, picnic areas.
6. Robin Hill County Park. Pinnell Rd just west of Vautier Rd. Parking, toilets, picnic areas, trails.
7. Siebert Creek Trailhead, Wild Current Way. Adjacent to where the ODT crosses under the Old Olympic Highway. Parking only
8. Deer Park rest stop on US Hwy 101, Parking, toilets, water.
9. Morse Creek trailhead. Straitview Dr just north of Hwy 101. Parking only.
10. Ennis Creek trailhead. Ennis St. in Port Angeles, Parking only.
11. Port Angeles City Pier. Lincoln St at W. Front St. Parking, toilets,

Trail Rules and Etiquette

Trail users are asked to be courteous to fellow trail users and respectful of property owners adjacent to the trail. Many property owners have granted easements to allow trail construction, and many volunteers have given thousands of hours of labor to build and maintain this wonderful facility.

All Trail User Rules:

- Leave no trace.
- Respect private property. Stay on the trail.
- Use reflective devices and lights at night.
- Use caution at road and driveway crossings.
- Stay to the right side of trail. There is two-way traffic.
- No motorized vehicles (except electric assist bicycles and wheelchairs).
- Each individual is responsible for his/her own safety and the safety of others.

Let's go...

Walking! Cycling! Exploring!



Pedestrian Rules:

- Yield to equestrians. Ask riders for guidance.
- Dogs must be under control at all times.
- Clean up after pets.
- Make way for faster users.

Bicyclist Rules:

- Stay to the right.
- Always use safe speeds. Slow down in crowded areas.
- Alert other users with bell or voice before passing. Overtake on left. Reduce speed to pass safely.
- Approach horses slowly. Ask riders for guidance. Avoid loud/startling noises.

Equestrian Rules:

- Riders are responsible for maintaining control over horses at all times.
- Help other users pass safely. Provide instructions.
- Remove horse manure. Kick droppings off the trail.
- Use the horse path or move to the side of the trail to allow others to pass safely.
- Cantering/galloping on the trail endangers everyone and may damage trail surface.

In an emergency, dial 911

Become an Adopt-a-Trail Volunteer
contact AaTManager@olympicdiscoverytrail.org
or call 360-775-5395

To Support the Olympic Discovery Trail go to:
www.olympicdiscoverytrail.org



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Blyn – Sequim - Port Angeles



Provided by

Peninsula Trails Coalition

For additional information go to:

www.olympicdiscoverytrail.org



Using the Trail Safely:

Read Safety Signs Posted at Trailhead

1. No Motorized vehicles are allowed on trail.

This trail is used by horsemen. Should you break this rule, you will be endangering your life if you encounter a horse, as a horse occupies the entire width of the trail and will kick if startled! You will also be breaking the law and thus be subject to full legal prosecution (fines and confiscation of your vehicle). Motorized trail use endangers the county easement with the property owners. Do not spoil the fun and rights of others — the trail managers and users are serious about eliminating motorized use on the trail they built.

2. Bicyclists, please dismount and walk

through motorized vehicle barriers. While it is possible to coast through motorized vehicle barriers it is dangerous.

3. Horses Have Absolute Right-of Way! If you encounter a horse/rider, please stop and get off the trail to the downhill side.

4. Horsemen and Pet Owners must remove all animal waste from the Trail. Practice "leave no trace" to ensure continued use of the Trail.

5. Dogs Must be on Leash- no more than 5 Feet in length. Violation of this rule could lead to dogs being banned from the Trail.

6. Please bury all Human Waste - well off the Trail, in a shallow hole and cover the refilled hole with rocks or branches.

7. Park at the Designated Trailheads. Vehicles blocking access gates will be towed.

8. Hunting, Camping, Fires, Smoking, and Alcohol Consumption are Prohibited on the Trail. Hunters use some of the same roads as the trail during hunting season by permission of the landowner. Firing a weapon down/across the road utilized by the Trail, or the Trail itself, is absolutely prohibited. PLEASE WEAR BRIGHT COLORS ON THE TRAIL DURING HUNTING SEASON!

9. The Trail is only open during daylight hours.

10. When Riding the DNR road sections (miles 20-25), please stay single file and ride as far to the right as possible. A loaded log truck or pickup truck could be just around the next bend — THEY HAVE THE RIGHT-OF-WAY! It is strongly advised that you pull off the road and wait for it to pass.

11. The off-road sections of the Trail are not designed for speed greater than 10MPH

Let's go...

Walking! Cycling! Exploring!



In an emergency, dial 911

To Support the Olympic Discovery Trail go to:
www.olympicdiscoverytrail.org/donate

Or Mail Donations to:

Peninsula Trails Coalition

P.O. Box 1836

Port Angeles, WA 98362



HWY 112, Port Angeles

to

Lyre River Trailhead, Lake Crescent



Provided by



Welcome! An Exhilarating Ride Awaits with Incredible Vistas

The Adventure Trail is part of the 140-mile route of the Olympic Discovery Trail stretching from Port Townsend to LaPush.

The Adventure Trail segment is intended for use by horsemen, mountain bicyclists and hikers. It is a physically challenging route on a 3-foot-wide trail, totaling 25 miles in length from SR112 to Lake Crescent. There are no services and the trail is quite isolated, with limited access. Be prepared with water, food, basic first aid supplies and (if cycling) all the tools you need to repair a bicycle tire or chain.

You will be passing through cougar habitat, so it is advisable to travel in groups and/or carry pepper spray. If you are riding the entire route on a mountain bike in one day, you should be physically fit, as there are sustained 8% grades and tight downhill switchbacks.



You Ride This Trail at Your Own Risk, so you must be willing to accept responsibility for your own actions and abilities!

If you are prepared and up to the challenges imposed by the terrain, you will enjoy one of the most scenic adventures available in Clallam County.

"Please Respect the Rights of Property Owners and Other Users by Staying on the

This map is made possible by donations from trail lovers like you!



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TRAIL ETIQUETTE



Photo © Tiffany Langmack

TRAIL GUIDANCE FOR ALL

- In an emergency, dial 911
- You are responsible for your own safety at all times.
- No motorized vehicles, aside from electric assisted bikes and wheelchairs.
- Share the trail and respect other users.
- Respect private property and stay on the trail.
- Use caution at all intersections.
- Maintain passing room on your left.
- Continually watch for other trail users.
- Keep speeds low when overcoming other trail users.
- Slow down when sightlines are poor.
- Clean up after your pets.
- Keep pets under control.

YIELDING GUIDANCE

- Yield the right of way to those passing you from behind.
- Bicyclist yield to runners, hikers and horses.
- Walkers and runners yield to horses.

EXPLORE THE TRAIL

The ODT!!

Trail Segment Maps

East
East Central
West Central
West

Olympic Adventure Trail

Trail Alerts

Trail Etiquette

Trail Photos

FAQ

UPCOMING EVENTS

MAR 10
Wed
(https://olympicdiscoverytrail.org/calendar/action~oneday/exact_date-3-10-2021/)
6:30 pm PTC Board Meeting – March 10th
~... @ ZOOM Online
(https://olympicdiscoverytrail.org/event/ptc-board-meeting-march-10th-zoom-meeting/?instance_id=218)

APR 14
Wed
(https://olympicdiscoverytrail.org/calendar/action~oneday/exact_date-4-14-2021/)
6:30 pm PTC Board Meeting – April 14th
~...
(https://olympicdiscoverytrail.org/event/ptc-board-meeting-april-14th-zoom-meeting/?instance_id=225)

APR 17
Su
(https://olympicdiscoverytrail.org/calendar/action~oneday/exact_date-4-17-2021/)
8:30 am OAT RUN – ON THE OLYMPIC ADVENTURE TRAIL
~... @ Olympic Adventure Trail
(https://olympicdiscoverytrail.org/event/4-17-21-oat-run-on-the-olympic-adventure-trail/?instance_id=229)

MAY 12
Wed
(https://olympicdiscoverytrail.org/calendar/action~oneday/exact_date-5-12-2021/)
6:30 pm PTC Board Meeting – May 12th
~...
(https://olympicdiscoverytrail.org/event/ptc-board-meeting-may-12th-zoom-meeting/?instance_id=226)

[View Calendar](https://olympicdiscoverytrail.org/calendar/) → (<https://olympicdiscoverytrail.org/calendar/>)

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- Pedestrians and runners should always stop and step to the side of the trail when they meet horses on the trail. Ask for guidance if necessary.
- Maintain passing room to the left of your party.

BICYCLISTS GUIDANCE

- Always maintain passing room to the left
- Use caution at all intersections.
- Pull to the side of the trail far enough for horses to pass safely as soon as you see them. If terrain isn't level, move to the downhill side of the trail if possible.
- When approaching horses from behind, stop, call ahead and make yourself known to the rider.
- Ask them if it is OK to pass and the best way to do so.
- Horse riders may pull to the side of the trail if they hear a bicycle approaching but this does not necessarily mean it is safe for you to ride by. Stop and wait for instructions.

EQUESTRIAN GUIDANCE

- Be sure you can control your horse within a shared use environment.
- Be alert and aware of the presence of other trail users. If possible, pull to the side of the trail when you hear bicyclists and other trail users approaching from behind.
- Be prepared to let other trail users know what needs to be done to keep you, the horse and others safe when meeting on the trail.
- Less experienced riders should ride behind more experienced riders.
- If you are ponying a horse, go slow and never take a loose horse on the trail.
- The Trail is not suitable for cantering or galloping.

**FACEBOOK**

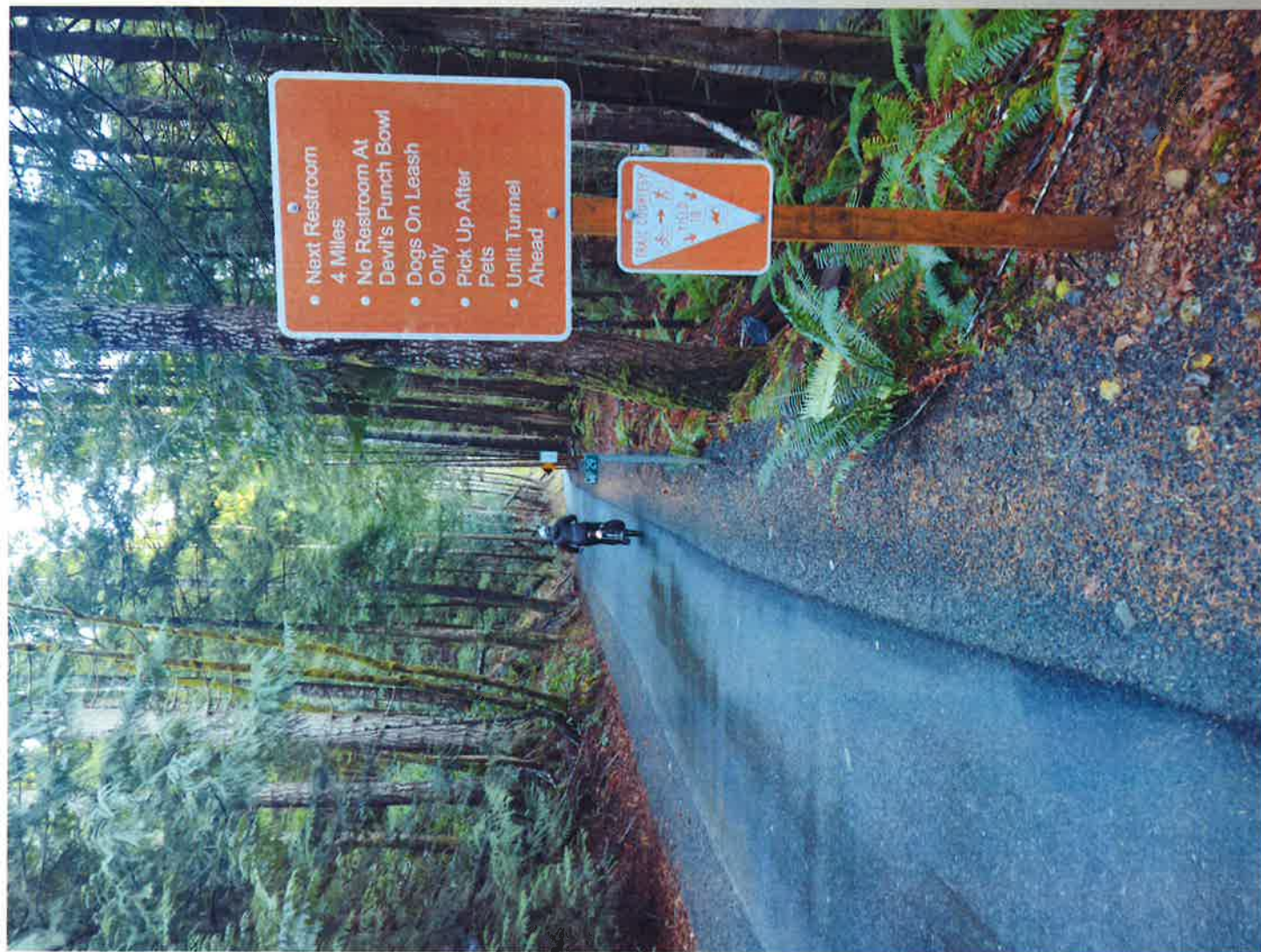
Follow the Olympic Discovery Trail on Facebook for the latest updates.

**DONATE**

Spread your support as wide as the ODT is or as narrow as you'd like. Click to see all the options!

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- Next Restroom
4 Miles
- No Restroom At
Devil's Punch Bowl
- Dogs On Leash
Only
- Pick Up After
Pets
- Unlit Tunnel
Ahead



Welcome to the Olympic Discovery Trail Adventure Route Segment

Your safety will depend on reading and following these rules and suggestions

The Adventure Route segment is intended for use by horsemen, mountain bicyclists and hikers. It is a physically challenging route that uses a combination of 3 foot wide trail and DNR gravel roads with a total length of 24 miles from SR 112 to Lake Crescent. If you are riding the entire route on a mountain bike in one day you need to be physically fit as there are sustained 8% grades and you need to know how to ride a tight downhill switchback properly and stay off the front brakes. **You will ride this trail at your own risk, so you must be willing to accept responsibility for your own actions and abilities.** There are no services and the trail is quite isolated. Be prepared with water, food, and all of the tools you need to repair a bicycle tire or chain. You will be passing through cougar habitat and it is advisable to carry pepper spray or mace in groups. If wind speed is above 10 MPH you may want to consider riding another day as the danger of branches dropping on the trail increases when windy. If you are prepared and up to the challenges imposed by the terrain you will enjoy one of the most scenic adventures available in Clallam County. Please respect the rights of other users.

Rules of the trail:

1. **No motorized vehicles are allowed on trail sections protected by motorized vehicle barriers.** This is primarily a trail used by horsemen. Should you break this rule you will be endangering your life if you encounter a horse, as a horse occupies the entire width of the trail and will kick if startled. You will also be breaking the law and if caught you will subject yourself to full prosecution under the law. You will be fined and your vehicle will be confiscated. Your use of this trail endangers the County easement with the property owners. Do not attempt to spoil the fun and rights of others because the trail managers and users are serious about eliminating motorcycles on the trail they built.
2. **While it is possible to coast through motorized vehicle barriers on a full size mountain bike if you raise the appropriate pedal to clear the lower of the two looped barriers, you may find that this maneuver makes you uncomfortable, and if so, please dismount and walk through the barrier.**
3. **Horses have absolute right of way on this trail. If you encounter a horse/rider please stop and get off the trail to the downhill side.**
4. **Horsemen and pet owners must remove all animal waste from trail. Practice "leave no trace" to ensure your continued use of the trail.**
5. **Dogs must be on a leash no longer than 5 feet long. Violation of this rule could lead to dogs being banned from the trail.**
6. **In the event of an emergency, please bury all human waste well off the trail in a shallow hole and cover the refilled hole with rock or branches.**
7. **Park at the designated trailheads at the SR 112 pullout north of the Elwha River, at the marked lot at Crescent School and at the Spruce Railroad Trailhead. Vehicles blocking access gates or roads will be towed.**
8. **Hunting, camping, fires, smoking and alcohol consumption are prohibited on the trail. Hunting vehicles are allowed to use some of the same roads as the trail during hunting season by permission of the landowner but firing a weapon down the road utilized by the trail or across road used by the trail or from the trail itself is absolutely prohibited. Please wear bright colors if riding during hunting season.**
9. **The trail is open for use during daylight hours.**
10. **When riding the DNR road sections of the trail please stay single file and ride as far to the right as possible. Please remember that a loaded log truck or pickup truck could be just around the next bend and that truck has the right of way. If you hear a truck or other motorized vehicle, it is strongly advised to pull off the road and wait for it to pass.**
11. **The off-road sections of the trail are not designed for speeds greater than 10 miles per hour (MPH) and some switchbacks can only be ridden at 5 MPH. You should be coasting at less than 5 MPH when riding through motorcycle barriers. Excess speed or lack of concentration on staying on the trail tread could lead to injury or death. You ride at your own risk, so use proper care. Enjoy the ride!**