

Correspondence ID: 1 **Project:** 29848 **Document:** 34953

Name:

-

Address:

- WA
USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Jul,02,2010 12:38:37

Correspondence

Web Form

Type:

Correspondence:

Test Comment to see if notification is given from PEPC when comments are posted.

7/2/2010 T.T.

Correspondence ID: 2 **Project:** 29848 **Document:** 34953

Name:

-

Address:

- WA
USA

Email:

-

Outside

Back Country Horsemen Unaffiliated Individual

Organization:

Received:

Jul,03,2010 13:43:00

Correspondence

Web Form

Type:

Correspondence:

As a horse user, grandparent, and caregiver on the west end of the Olympic Peninsula I am very excited about this trail being completed. It will open some beautiful country to those who may not be able in any other way to see the beauties of nature here. Friends who have little ones in strollers, handicapped people, and others who have not access to most of the trails in the ONP will be able to travel this trail.

In addition, this trail gives access around the back side of Lake Crescent taking cyclists off the dangerous section of Hwy 101. Here in Forks our tourism is up from an average visitation of around 4,000 visitors per year to well over 70,000 visitors. Many of them come from that section of Hwy 101. We believe that people have just begun to discover this area and recreational users will continue to increase here. This trail is happening in exactly the right time to accommodate travelers, many who come from around the world and do not have equipment to access the back country of our Park.

The Backcountry Horsemen of this area have proven to be a very

reliable source of volunteers to keep the trails open. We are certain that this trail will be adopted by them and a number of other user groups who will assist in keeping it opened for travel.

Thank you for this opportunity to comment.

[REDACTED] Port Angeles WA
98363 [REDACTED]

Correspondence ID: 3 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email:
Outside Organization: Unaffiliated Individual

Received: Jul,03,2010 17:20:29

Correspondence Type: Web Form

Correspondence: I imagine my comments will be condemned by the county, Olympic Discovery Trail proponents and accesibility advocates. I also imagine the decision has more or less already been decided. I know enough how this works - its politics - the completion of the route is being pushed by the county as an economic benefit, ONP is partly in Clallam County where the population base and politicians are - government agencies generally want to have a good relation with their local county so sacrafices and compromises are made

Lake Crescent is a natural lake, where the trail is going through it is relatively undeveloped. Currently there is an existing trail that fits in with the natural setting better i.e. - it is dirt not paved, it is 2-3' wide not 8-12'. Personally I like this kind of trail setting better than a wide asphalt one.

I know the arguments - need to have an accessible trail in the park. Not really - there are miles of accesible ODT already for this experience - the trail needs maintenance and improvement. True, but every one of your trails does, so are you going to pave and widen every one of them - need to complete the ODT. Who said it has to be paved and widened the whole distance - need to do for bicycles. Yeah hwy 101 is hazardous. Yeah current trail doesnt work for beginner road bicylist. Why cant some of ODT be more primitive - need to pave. Why does it all have to be paved, I prefer almost anything to this which is nothing but a modifed sidewalk - Lk

Crescent already is partly developed with resorts, private inholdings, campgrounds. So what, do we need to always keep developing - Needed economically - yeah bicyclist really bring in alot of money and this will create many jons, yeah right - give me a break, it will allow for a very minor economic gain and probably maintenance costs will be higher than that - It uses old railroad grade already impacted - yeah but that was decades ago and it has become more naturalized since then - The county and its citizens want it - you're not going to challenge the county with other big issues like the dam removal on the agenda and you're not going to piss off the anti-govt brigade up here who demand their rights. This is small potatos, a sacrafice for things which benefit the natural beauty and wildness of ONP more

Again I personally prefer smaller more natural trails that blend in with the natural environment. I don't think a 8-12 wide paved trail fits the natural north side of Lake Crescent. Maybe if it was an unnatural reservoir

Again it doesnt matter much what I think, this decision has already been made. Politics win, and natural conditions loose. It will just increase the use including impacts on flora and fauna and impacts on the natural setting - more people, more litter, more way trails to the lake etc.

Since this decision is realistically already made, I guess all I can ask is - make the trail as natural as possible - make the trail in this section as narrow as possible - do whatever is needed to protect the natural beauty and flora and fauna of the area - add interpretation signing - maybe some of them will even read it and learn

FINALLY I DO NOT WANT MY COMMENTS PUBLISHED - as I realize my opinions are counter to the majority and I don't want to be harassed or labeled. Just another case of "They paved paradise and put up a parking lot"

Correspondence ID:	4	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	peninsula trails coalition	Unaffiliated Individual	
Received:	Jul,04,2010 13:12:06		

Correspondence Type: Web Form

Correspondence: I think this is the most important project to come along in a long while! This would be so great for all of us that love to ride bikes and would love to head for the coast but can't for the fear of riding along the highways! This is my dream to see accomplished. It can only benefit the park, and quality tourism for those that care about that, on the whole peninsula. It is totally low impact on the environment - after construction of course - this is just what this country needs - and sooner than later. I hope it is done in time for me to ride with my grandchildren to the ocean. I can't think of another better or more important development.

Correspondence ID: 5 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: -
Outside Organization: Unaffiliated Individual

Received: Jul,05,2010 18:35:02

Correspondence Type: Web Form

Correspondence: I made some comments a couple days ago. Yesterday we (my son and I) hiked the trail again, so here are some additional comments

We like the trail as it is. We do not care for it as a wide paved "trail" The section where it connects (already built) on the west side would not be a fun walking experience - the asphalt and width are just like walking on a road - not an experience that fits in with the Lake Crescent environment

We saw things like deer, kingfishers, common mergansers etc. A paved route will just bring more use and thus more impacts and thus less wildlife

I suppose some will argue, the trail is already wide in places and muddy so people are widening it so might as well widen/pave - keeping up and improving maintenance could prevent/reduce this. If there is money to build it, then there is money to maintain current trail

There will be the argument that the asphalt will reduce the sediment into the lake thus reducing impacts to the native trout. Yeah I probably have to agree that's true. Although increased you

and side trails created by that increased use may create more sediment and offset some of that reduced from paving. Personally I think the inholdings, motor boats, hwy 101 have more impacts here. Not that you can or will do anything about it

Since as I said before you are going to let this happen because of politics, there are still things you can do to make it better

- I don't like the high speeds of some bikers even with the wide trail. In a NPS setting, speeds need to be reduced to benefit wildlife and other users experience

- Even though it is a shared use trail, it would be nice to have some days where you don't have to have bikers. Some places have their trails as bikes every other day (i.e. bikes on odd days only)

Yeah I'm sure someone will bring up the idea on how do you enforce it. There will be some violators but as it becomes the rules for that trail, people will start to comply and self-reinforce. Have good signing. You have rules for other trails and you don't always have the people to enforce and monitor

Noxious weeds - besides others there are a lot of scots broom on west end. These need to be removed as part of the trail plan (yes they are hard to remove and can come back) Something needs to be done to reduce bikes bringing in seed with their tires (yes hikers can do the same with their shoes)

The area where the bridge walkway crosses the lake where people jump in and go swimming is going to become a party spot and people are going to hang out there with the increased use. Yesterday there were people jumping into the lake there high from the cliff. I don't mind swimming but it should be a spot for all to enjoy not just those who want to hang out and party. I would think you would want to keep people off the cliff to protect the flora on it and I doubt you want people cliff diving - eventually someone is going to get hurt

The NEPA for this project is somewhat a misnomer, I'm almost for sure the decision has been made because of politics and the environmental analysis is mainly to try to mitigate where possible. There is just no way I'm guessing that you will piss off Clallam County or the ODT advocates. I'm familiar enough with the politics of NEPA - if it is a "political" project it almost always goes through 9 out of 10 times. I'm also guessing that many who work at ONP also may feel that this is not an appropriate project for Lake Crescent

and ONP, but politically have no choice

What are you going to do, as the trail has already been built at the two ends. I doubt few would have the guts to say, there is just going to be a gap in the paved ODT and the Lake Crescent portion will be kept a natural appearing trail with portions having improved maintenance/trail improvements to protect the adjacent environment

When my 12 year old saw the trail, he asked "why does it have to be paved, I like it the way it is". When he saw the paved portion at the west end he said "I don't want it like that, its like walking on a road" He also asked what is going to happen to the wildlife

It was a nice experience yesterday, soon it will just be a city park sidewalk experience. Might as well have the walkway covered too - don't want someone to get wet, a snack bar would be nice half way, perhaps a diving board at the swimming part, how about a gondola to connect it with a peak above or as my kid said when I told him it would be fairly flat and paved "they might as well build an escalator walkway like at the airport"

One more comment, as I said before, I do NOT want my comments published for the public - I do NOT want to be harassed or labeled by Clallam County or ODT advocates. Once again nature loses and development wins. Its just abit disappointing the NPS will allow this to happen to Lake Crescent. Just because you're doing something better and more important like the dam removal, does it make it right to add a "paved road" on the north side of Lake Crescent. Well I imagine you're tired of listening to crazy me

Correspondence ID:	6	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,06,2010 13:38:35		
Correspondence Type:	Web Form		
Correspondence:	I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved		

surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID:	7	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,07,2010 17:45:06		
Correspondence Type:	Web Form		
Correspondence:	I am a 100% service connected disabled veteran. I use a powered wheelchair for mobility beyond a few feet. I have had a long term interest in the development of the Olympic Discovery Trail. I served on the Sequim Trails Committee in the 1998-2001 timeframe, having to forsake my activity when my lung function deteriorated to the point that I could no longer ride a bicycle. I have ridden on all completed sections of the Olympic Discovery Trail and on most sections before completion, but passible in my chair. Expansion of the Trail within the National Park would be a joy to me, giving me more opportunity to experience the Park's beauty. With very few exceptions, trails within the park cannot be used by me as these trails were not built to accommodate the handicapped. For the most part, the Discovery Trail has been built to date to accommodate bicyclists, handicapped persons, and to a lesser extent, horseback riders. However, portions outside the Park have sections that are too steep for ordinary wheelchairs and the infirm or elderly walkers; are built with a side slope in short sections that can tip over a 3 wheel mobility cart; or do not accommodate riders of horses. Plans for the Trail within the Park need to take into consideration not just the needs of bicyclists, but equestrians, pedestrians, the elderly and the handicapped. Steepness and side-slope must accommodate all potential users. It would be of significant benefit to all, but especially to the elderly to have toilet facilities and drinkable water supplies at various points along the trail. In addition, camp sites for the long distance		

hiker/biker would be much appreciated by some. The C&O Canal Tow Path along the Potomac River has a few such campsites with toilets and well water available by hand pump and constitute an example of what is possible for the Olympic Discovery Trail.

In the vicinity of the former railroad tunnels there is an existing bridge across a bay-like indentation along the north side of Lake Crescent that is so beautiful and rewarding a sight that access to it simply must be included in the plans for the Olympic Discovery trail. I suggest a side trail down to the bridge that is not so steep that it cannot be negotiated by the handicapped and elderly. Because the bridge may not accommodate horses, or may create unsafe horse/bicycle or pedestrian meet or pass situations, I believe it would be within accessibility determinations for all users, to confine equestrian traffic to the main Trail.

I understand that current planning includes reopening the old railroad tunnels so that the Trail might pass through on a level path. I highly applaud this as passage through a tunnel today, is something seldom experienced except by car, and then only rarely. The tunnels are short and require no illumination. The C&O Canal Tow Path has a few such tunnels which are a big hit with the younger set. One of these tunnels is so long and has a bend such that one cannot see a light at the end of the tunnel until half way through. Still, the tunnel is not lit (at least it was not when I last passed through it several years ago). I led Boy Scouts, church youth groups, and my own children on expeditions through the tunnels that were very much enjoyed by these young people. I expect that reopening these railroad tunnels would serve to please and excite local children every bit as much as the tunnels along the C&O Tow Path were a hit with children in the East.

One additional need to be included in planning is a number of car parking points with planned accommodation for horse trailers, handicapped parking with room for wheelchair ramps, etc. I suggest at least three such parking areas at eastern and western ends of the lake at trail access points, and a mid-way parking point for those unable to travel the entire length of the lake. Such a mid-way parking area should be along the existing road coming along the trail from the west end of the lake. Better still, would be to add two additional parking areas at the extreme points of the Trail within the Park.

Correspondence	8	Project: 29848	Document: 34953
ID:			
Name:	-		

Address: - WA
USA

Email: -

Outside Organization: Monday Hikers Unaffiliated Individual

Received: Jul,10,2010 10:49:32

Correspondence Type: Web Form

Correspondence:

1. Many in our group bike on trails in Western Washington and the currently available sections of the Olympic Discovery Trail (Discovery Bay to Port Angeles) is a favorite ride. The route on the north side of Lake Crescent will be a spectacular ride, one now open only to more daring riders due to the narrow path over the rocky section of the shoreline.
2. Lighting in the tunnel section will probably be essential for maximum usage of the trail.
3. The trail provides access to the Pyramid Peak Trail. That trail crosses an old slide area which might need to be improved to accommodate increased traffic.
4. One or two rest areas with access to the water would be very desirable.
5. No comment.

Correspondence ID: 9 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,10,2010 21:07:27

Correspondence Type: Web Form

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Current Parking does not accommodate trucks with horse trailers.
Please consider providing a larger space for these vehicles.

Correspondence ID: 10 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email:
Outside Organization: Unaffiliated Individual
Received: Jul,11,2010 17:13:09
Correspondence Type: Web Form

Correspondence: I was in your area last week on vacation, but didn't opt to go to (or spend my money in) the area west of Port Angeles because the trail wasn't developed for road bicycles. My friends and I chose to rent rooms in a B&B, bicycle, and shop from PA eastward. We did the same thing last December, so we'd like to see more miles of trails available. There's really not enough now to encourage us to take more or longer bike trips in the area. We'd done the paved part of the Olympic Discovery trail twice in 7 months.

My favorite part of the peninsula is the west side, but we wanted this to be a bike trip that kept us off of streets and serious mountain biking trails, so our options were limited. I look forward to the time when I can plan a trip on the west portion of the trail when it's paved and the tunnels are reopened. I would gladly extend my next vacation from 3 days to a full week each year in order to enjoy a quiet, safe, and nature-filled bike ride past Lake Crescent and into the western side of the peninsula.

Correspondence ID: 11 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: [REDACTED]
Outside Organization: Peninsula Trails Coalition Unaffiliated Individual
Received: Jul,12,2010 11:17:19
Correspondence Type: Web Form

Correspondence: 1. The additional development will be an aid to my using that section of the trail more often.

2. I believe that the all issues have been addressed to implement the new section. I also believe that any future issues can be easily addressed because of the thought that has gone into this plan.

3. I do not believe that other projects will be affected.

4. I think the Park should implement the plan as proposed.

5. I think the Park should pay attention to all other approaches but I also think that the process should be short and to the point. Sometimes these projects amount to nothing but process. Listen then act.

Correspondence ID:	12	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Friends of Port Townsend Trails Unaffiliated Individual		
Received:	Jul,12,2010 12:17:36		
Correspondence Type:	Web Form		
Correspondence:	<p>The existing Spruce Railroad grade corridor contains high-quality native plant diversity and uniqueness. In view of the proposed 12-foot overall trail corridor, care should be taken before construction documents are created to identify and preserve as much native-plant habitat as possible.</p> <p>In particular, there are populations of native poison-oak shrub (<i>Rhus diversiloba</i>, a.k.a. <i>Toxicodendron</i>) which are unique for the area. This may be the only occurrence of this species in Olympic National Park. The nearest significant populations are in Jefferson County along Hood Canal.</p> <p>There would be a natural temptation during construction to remove the plant as much as possible for trail user comfort, but that would be a loss to the Park. Better to identify and preserve sites, and use signage as needed to caution users about the plant's oils and season of highest skin toxicity.</p> <p>This is a beautiful and important habitat species and must be respected during construction.</p>		

Another plant to be especially alert for is *Calypso bulbosa* (orchid).

I suggest that mapping for the most unusual species be done before any construction ensues.

I enclose a species list, created by the late Nelsa Buckingham in 1990. (Nelsa was co-author with the late Peninsula College professor Ed Tisch of "Vascular Plants of the Olympic Peninsula" which later became "Flora of the Olympic Peninsula".)

SPRUCE RAILROAD TRAIL - deglaciated at least 12000 years.
Abies grandis *Acer macrophyllum* *Achillea millefolium* var. *lanulosa*
Adenocaulon bicolor *Alnus rubra* *Amelanchier alnifolia* var.
semiintegrifolia *Arabis glabra* var. *glabra* *Arabis hirsuta* var.
glabrata *Arbutus menziesii* *Barbarea orthoceras* var. *orthoceras*
Calypso bulbosa var. *occidentalis* *Cardamine oligosperma* *Carex*
rossii *Carex viridula* = *Carex oederi* var. *viridula* *Castilleja hispida*
var. *hispida* *Cerastium arvense* var. *viscidulum* *Cerastium*
glomeratum *Cerastium viscosum* *Claytonia exigua* var. *glaucia*
Collinsia parviflora *Corallorhiza maculata* often lacks spots
Cryptantha intermedia var. *grandiflora* *Danthonia californica*
Daucus pusillus *Epilobium minutum* *Epipactis gigantea*
Eriophyllum lanatum var. *leucophyllum* this var. not in CLH *Festuca*
see *Vulpia* *Fragaria vesca* ssp. *bracteata* *Galium aparine* *Galium*
triflorum *Gaultheria shallon* *Geum macrophyllum* *Goodyera*
oblongifolia *Heuchera micrantha* var. *diversifolia* *Hieracium*
albiflorum *Holodiscus discolor* var. *discolor* *Juniperus scopulorum*
(stray) only 1 lowland on OP *Lathyrus nevadensis* ssp. *lanceolatus*
var. *pilosellus* *Lilium columbianum* *Linnaea borealis* ssp. *longiflora*
Lonicera ciliosa *Luina hypoleuca* *Luzula multiflora* var. *congesta*
Mahonia nervosa *Maianthemum racemosum* var. *amplexicaulis*
Mentha x piperita *Mitella caulescens* *Mitella ovalis* *Montia parvifolia*
var. *parvifolia* *Nemophila parviflora* var. *parviflora* *Oemleria*
cerasiformis *Osmorhiza* sp. *Oxalis oregana* *Petasites frigidus* var.
palmatus *Physocarpus capitatus* *Philadelphus lewisii* *Piperia*
unalaschensis = *Habenaria unalaschensis* *Plectritis congesta*
Pityrogramma triangularis var. *triangularis* *Potentilla anserina*
= *Potentilla pacifica* ssp. *pacifica* *Prunella vulgaris* var. *lanceolata*
Ranunculus uncinatus *Ribes lacustre* *Rosa gymnocarpa* var.
gymnocarpa *Rubus leucodermis* var. *leucodermis* *Rubus*
parviflorus var. *parviflorus* *Rubus spectabilis* var. *spectabilis* *Rubus*
ursinus ssp. *macropetalus* *Sambucus racemosa* ssp. *pubens* var.
arborescens *Saxifraga bronchialis* ssp. *austromontana* *Saxifraga*
rufidula = *Saxifraga occidentalis* v. *rufidula* *Sedum spathulifolium*
ssp. *spathulifolium* *Selaginella wallacei* *Stellaria crispa* *Streptopus*
roseus var. *curvipes* *Symphoricarpos albus* var. *laevigatus* *Tellima*

grandiflora Thuja plicata Tiarella trifoliata NOTE pink flowers var.
trifoliata Tolmiea menziesii Toxicodendron diversilobum = Rhus
diversiloba Trientalis borealis ssp. latifolia Trifolium tridentatum
Trillium ovatum ssp. ovatum Tsuga heterophylla Urtica dioica ssp.
gracilis var. lyallii Vaccinium parvifolium Veronica serpyllifolia var.
serpyllifolia Viola glabella Whipplea modesta

Correspondence ID: 13 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: Unaffiliated Individual
Received: Jul,12,2010 16:42:41
Correspondence Type: Web Form
Correspondence: I strongly support the proposal Clallam County has made to restore the Spruce Railroad Trail so that it is multi-use and accessible to all. I believe it is very important for this to be done. I believe that it is essential that the trail be paved, and is at least 8 feet wide. I would also support the restoration and reopening of the two tunnels. Safety for bikers would be greatly improved when this project is completed.

Correspondence ID: 14 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: Unaffiliated Individual
Received: Jul,13,2010 09:06:31
Correspondence Type: Web Form
Correspondence: I support in principal the proposal under review. A fully accessible trail segment including tunnel restoration should be undertaken. The issue I have however is the 8 foot width of impervious pavement. I believe your report said that the 8 foot width was a federal recommendation. I would like to see a review of the cost, environmental, and functional implications of a narrower paved section. With the money saved in installing a narrower paving band, we could maybe invest in a more sustainable paving material.

Correspondence ID:	15	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,13,2010 12:01:58		
Correspondence Type:	Web Form		
Correspondence:	<p>Expanding this trail would make it available to all rather than just a select few and increase everyone's safety on 101. In addition to the boost to the economy during construction, being able to attract more groups to the area after completion during the limited season is also a definite plus!</p> <p>I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.</p>		

Correspondence ID:	16	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	PTC Unaffiliated Individual		
Received:	Jul,13,2010 12:39:47		
Correspondence Type:	Web Form		
Correspondence:	<p>i completely support this trail. one of the reasons my husband and i moved from kitsap county to clallam county is because of the ODT and other safe bike riding in this area due to large, paved shoulders on roadways. kitsap county got very unsafe! we search out trails like this everywhere we travel and find many. port angeles desperately needs to bring in tourism and this one way to do so. as i work on the trail, i see many daily, local users as well as alot of people from out of the area who have come to use this trail and</p>		

visit the olympic peninsula. keep the progress going!

Correspondence ID: 17 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,14,2010 16:22:49

Correspondence Type: Web Form

Correspondence: I strongly disagree with the plan to "improve" the Lake Crescent trail. I actually live here and actually use the trail at least monthly if not weekly. Running the trail this often for over ten years gives me a pretty good idea of how many people actually use the trail. Certainly not so many that the "existing user groups, hikers, bikers and equestrians are in conflict" Mostly when we come across others on the trail, which is rare, we all manage to let each other pass without difficulty. What you are calling "misconceptions" are actually differences of opinion. The trail is perfect as it now exists is an opinion of those of us who presently use it. Paving a portion of the trail will ruin it for those of us who frequent it for its perfection now. The Beauty of the trail will be destroyed as any natural thing is destroyed when asphalt is slapped all over it. If the addition of all this pavement will not add enough users to diminish the trail experience due to the remoteness of the trail, why not leave it alone and go destroy something less remote? To pretend the motivation is making access for the handicapped and senior citizens is just politically correct manipulation to get what you want. Any senior citizen with any pride would enjoy the trail left as it is to hike it. They can walk on a sidewalk right outside their own home. The fact is this is something a bunch of cyclists want and a bunch of people decided to take up the cause and it has gotten out of hand. You have taken people's land, destroyed people's privacy, made their backyards into your play grounds. An 8 foot paved trail in the city is a nice feature. An 8 foot asphalt trail in the middle of the forest is a crime.

Correspondence ID: 18 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside ATAPA Unaffiliated Individual

Organization:

Received: Jul,14,2010 17:19:48

Correspondence Web Form

Type:

Correspondence: 1) Extremely positively! It would allow my wife and I to access Lake Crescent and the West End on a regular basis. We'd be able to entertain guests and organize longer rides to more National Park areas without incorporating the use of fossil fuel burning means of transportation. We'd also be able to entertain our infirmed/handicapped family members and friends via the trail that is now currently inaccessible to them. Directly due to the fact that this trail will be road bike accessible via hot-mix asphalt (no gravel or chip-seal PLEASE!) our fitness and overall health will be improved. 2) I realize there will be complaints from a few outspoken advocates for an untouched and "pristine" approach to the park system. However, the bigger picture here needs to be considered. This trail has already made its impact as a railroad and now a trail. But, either close the parks to all humanity not willing to live as one with nature or let us access the park system and witness nature so that we can better appreciate it and perhaps even want to preserve more of it (imagine that). This corridor would allow for an alternative means to traverse Lake Crescent without using non-renewable, green house gas emitting, toxic, fossil fuels. The fewer vehicles traveling in this area, the less impact from them the existing National Park will experience. Today is all about marketing and advertising, etc. What better way to sell a product than to showcase it by allowing more people access to this beautiful portion of the National Park. 3) This project would connect the already constructed western 6.4 mile leg of the trail to the trail head of the Spruce Railroad Trail on the northeastern side of Lake Crescent. This connection will ultimately allow access for equestrians and mountain bikers to access Mount Muller trail system in the near future. It would also allow access from the west to the eastern Joyce-Piedmont Rd. which, in turn, crosses and accesses the existing ODT Adventure Trail allowing similar opportunities for equestrian and mountain biking. 4) I've heard that the park has considered scaling back the type of trail it would allow to be constructed from an 8-ft. wide hot-mix asphalt surface (preferred) to a 5-ft. wide gravel trail (NOT acceptable). Doing this would kill the ODT! The Olympic Discovery Trail needs to be "state of the art" in it's design and implementation. Chip-seal is also much less desired! Hot-mix asphalt provided the smoothest surface for all forms of alternative transportation. From roller bladers to skate boarders to wheel chairs to strollers to elderly people with walkers to road cyclists, etc. Hot-mix asphalt provides the most users with

the best, smoothest surface available. Anything else denigrates the experience and reduces access as well as use. 5) The current project proposal put forth by Clallam County is very promising. Build it as proposed (8-ft. wide hot-mix asphalt) and the National Park could ultimately get a few fund raising events (money for the park or charities) that would also bring dollars into an economically challenged community (restaurants, hotels, struggling local businesses, etc.).

Correspondence ID:	19	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:			
Outside Organization:	Unaffiliated Individual		
Received:	Jul,14,2010 17:28:00		
Correspondence Type:	Web Form		
Correspondence:	I strongly support the expansion of the Olympic Discovery Trail within Olympic National Park, particularly via the Spruce Railroad Trail. The trail should include an asphalted portion to accommodate road bikes and ADA accessibility and graveled portion to accommodate horses and joggers. This expansion would help with the western expansion of the ODT which is planned to ultimately encircle the Olympic Peninsula. This expansion would likely help enhance tourism via bicycle trips/ tours that can benefit the local economy. If horses are to be allowed to use the trail, then horsemen should be encouraged to clear manure from trails. Limiting the trail expansion to gravel surfacing is not recommended as it would significantly limit accessibility by ADA persons and road bicyclists.		

Correspondence ID:	20	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,15,2010 08:50:27		

Correspondence Web Form

Type:

Correspondence: I realized that my comments yesterday were directed at the group making the trail as the link for the comments was on the same page as the link to their propaganda filled presentation. I should probably answer the questions above.

1. Development and expansion of the Olympic Discovery Road (ODR is a more appropriate description of what they are building) would drastically change and alter the beauty and experience of hiking, running, etc. the trail. The trail would become just another piece of the city intruding on the wilderness.

2. There will be trash and loud people. The type of people who like to hike trails are not the same type who like to walk sidewalks. The trail has been rated very highly as a favorite hike by many people, if you look on the internet. It is important to have some easy hikes like this for people to enjoy which still allow them natural wilderness. If every easy trail is paved and turned into a city sidewalk, the only way to enjoy the wilderness will be to put on a back pack and hike uphill to a place not paved. That works for me, but what about all the seniors and less able people that these road builders claim to be working for?

4. The park needs to consider the already expensive result of the undermining of the hillside which led to the landslide that took out the Camp David road (or whatever it is called) last winter. Consider the ugliness of the buckled cracked asphalt on the ODR along the waterfront and through to RailRoad Park. Much of that was very pleasant to run and walk on before this vision took it over and made it hard on the legs and ugly to the eye.

Correspondence 21 **Project:** 29848 **Document:** 34953
ID:

Name: -

Address: - WA
USA

Email: -

Outside Squeaky Wheels Unaffiliated Individual

Organization:

Received: Jul,15,2010 10:05:24

Correspondence Web Form

Type:

Correspondence: Bicycle touring - and the associated visitors and economic benefits it generates - has continued to increase over the last 20 years, and the need for safe access to the nation's most scenic areas

becomes ever more important. The Olympic Peninsula is widely known among bicyclists from the US and other countries as an area worthy of visit: bicyclists, like motorists, seek areas with a mixture of scenery, including mountains, coast, lakes and rivers, farmland and small towns. In addition to more experienced bicyclists who will ride between 50 and 80 miles per day and carry their own gear for multi-day trips, there is a significantly larger group of casual and occasional riders who are looking for a day or half-day outing with friends and family. Whether multi-day veteran or half-day casual rider, both groups of bicyclists seek routes that are safe and have small traffic volumes. US 101 on the southside of Crescent Lake is certainly scenic but it's narrow lanes, twisting turns make it extremely dangerous and high traffic volumes in summer make it extremely uninviting and potentially dangerous for bicyclists. The proposal by Clallam County to restore the tunnels on the Spruce Railroad trail and pave it will provide, for the first time, a true alternative route to US 101 for long-distance bicycle tourists and simultaneously open up a highly inviting route for family cyclists and people in wheelchairs. Long-term, the potential of Clallam County to link the eastern end of the Lake Crescent improvements to a trail already heading west from Port Angeles will provide a new, safe and inviting way for people to enter the park without the need of driving. It is therefore important that the park's long-term vision recognizes that it must make more effort to accommodate visitors who are not automobile-bound. (Climate change caused by automobile pollution is a threat to the long-term viability of parts of the park's delicate eco-system, yet the park's very success is dependent on visitors arriving by automobile.) In designing the constructing the proposed trail expansion within the park, ONP should use the most generous width of pavement possible within the railroad right-of-way - 10 feet minimum, ideally 12 feet to accommodate the mix of bicyclists and walkers the trail is likely to draw. At the both ends of the trail, ONP should be careful to plan for future extensions that could be easily added. An Olympic Peninsula trail extending all the way to the coast with a portion inside Olympic National Park will add considerably to the appeal of the park for bicyclists who right now have few choices other than to share often busy roads in and around the park with motorists.

Correspondence ID:	22	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		

Outside Organization: Unaffiliated Individual
Received: Jul,15,2010 11:48:53
Correspondence Type: Web Form
Correspondence: 1) This project would allow me, a senior citizen, to access this portion of the trail using my bicycle. The existing dirt trail is too difficult. 2) Most of OLYM is designated pristine wilderness, making it off limits to wheeled vehicles, including bicycles and wheelchairs. This is a very appropriate segment of the park to make available to these forms of entry. 3) no comment 4) The park needs to consider the needs of the local population who would like to use the park facilities, but are frequently restricted from doing so (witness the limited availability of Hurricane Ridge Road). Local people like to bike. Most of the park is off limits to them. This is a way to make it accessible. 5) I can't imagine a better way of accomplishing the project's goals than this, especially since the County has obtained grant funding for the project. The PARK doesn't have to pay.

Correspondence ID: 23 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: -
Outside Organization: Unaffiliated Individual

Received: Jul,15,2010 15:55:08
Correspondence Type: Web Form

Correspondence: I am against this so called development. Changing the Spruce Railroad Trail will not only destroy it forever, it will change the sheer rustic beauty of the place. As far back as I can remember my parents took my brothers and I biking on that trail. It wasn't fun because it was a paved, flat, boring path, it was fun because it was a trail. A bumpy, rocky, curvy trail. It made it so much more fun to have rocks and roots and curves to bike around. I've also run on the Spruce trail all year round. I love every season on that trail. I can remember running in the beautiful sunshine with the sun sparkling off the lake forcing you to stop and take a deep breath absorbing all the beauty. Running on the trail in a torrential downpour is equally as fun. If you are not a runner you wouldn't understand, don't even try. Those runs in the rain around the lake are wonderful. You feel like you are the only person in the world. You feel great jumping puddles and dodging wet branches. When you finally get back to your car covered in mud you feel you've

accomplished something great. It's so satisfying. Running the rustic trail on the freezing days is great, and the snowy days are unforgettable. The peninsula doesn't get snow that often, but when it does it's surreal. The Railroad trail is so quiet covered in snow. It happens when you least expect it. Trudging along in the snow another person comes into view, and as you pass each other you share a secret bond. You may only exchange a few words, but at that moment you are the same adventure seeking person. Escaping into the world that has not yet been damaged by people covering it in asphalt.

The Question was how would this expansion of the trail affect me. Well, it won't physically affect me, but emotionally it will. My memories of this beautiful place will become tainted. The expansion will ruin any chance I have of sharing my same childhood experiences with my own children.

Question two is sort of ridiculous. You are going to pave nature. Do you know who lives in nature? Wild animals. So many creatures and plants depend on the untouched world to thrive. How would you like it if I got a bunch of people to agree to go into your house and remove your favorite chair. The one you sit in every night eating your pre-packaged dinner and rotting in front of the TV. In place of that chair I'm going to put a big bulky ATM Machine. Why shouldn't people visiting you be able to withdraw money at the same time? Sounds absurd right? It is! Just as absurd as it is to pave a path in the middle of the woods because right now it is currently not wheelchair accessible or street bike accessible. Give me a break!

The rest of the questions are pointless to answer. What the Park needs to do is leave the trail the way it is. You can't make everything accessible to everybody. People who don't like the trail the way it is should not go there. Some people can't climb the mountains in the Olympic National Park either. Should we put in an elevator so everyone can enjoy the view from the peak of a mountain? No. That's the point of climbing it. Not everyone can do it, so it's an accomplishment to make it to the top. Just like the trail is challenging sometimes when the weather alters the terrain. That's what makes it fun. Plenty of people love the trail the way it is. It's just not meant to be paved.

Correspondence	24	Project: 29848	Document: 34953
ID:			
Name:	-		
Address:	- WA		

USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,15,2010 19:03:07

Correspondence Type: Web Form

Correspondence: Q #1: It would provide my family with the opportunity to safely explore the north shore of beautiful Lake Crescent by cycling and walking. The 101 corridor is just too risky for my family to use it for either cycling or walking. We look forward to the time when we can safely cycle from Port Townsend all the way to La Push. We also would love to be able to use the railroad tunnels for recreational use. They are part of the history of the park and would be a real highlight for us and our visitors.

Q #2: The extension of the Olympic Discovery Trail through the park on the abandoned Spruce RR right of way can only be a benefit to the local economies. Campground concessionaires, outfitters, service providers, eating establishments, hotels and motels, fuel and food providers, and many others immediately come to mind as benefitting. Visitors with cycling, walking, and even equestrian interests could be easily drawn to this special part of the ONP where the mountains, the lake, streams and rivers and the rain forest are close at hand and would be very accessible. Interest in the ONP in general would be enhanced through an environmentally friendly alternative to through travel that includes this section of the park. The ODT and the refurbished railroad tunnels would allow a real appreciation of the historical railroad that ran along the north shore of Lake Crescent.

Q #3: The most obvious project that would be affected would be the ODT project itself to connect Port Townsend to La Push via an environmentally friendly alternative transportation corridor. SR 101 is just too dangerous to be a part of this corridor. The RR right of way through the ONP would provide such a safe corridor and would clearly demonstrate that there can be cooperation between local, state, tribal, and national governments to provide a truly beneficial addition to the Olympic Peninsula.

Q #4: The Park should insist that the trail design and construction have minimal impact on the natural aspects of the park while enhancing access and exposure to the park's beauty whenever possible. It should also encourage reflection on the history of this part of the park and of the Spruce RR in particular. That Clallam County will provide the resources for this project should be

welcomed by the ONP. More exposure to the park and easier access to these front country features could attract more visitors without necessarily increasing the pressure on the more fragile back country and wilderness regions of the park.

Q #5: The park could consider providing some funding for the project, particularly for enhancing the historical aspects of the park that would become accessible through construction of the trail. Information kiosks, photo sign boards, etc. would add a lot.

Correspondence ID:	25	Project: 29848	Document: 34953
Name:	-		
Address:	- MD USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,15,2010 20:46:58		
Correspondence Type:	Web Form		
Correspondence:	I (and most nature-loving wheelchair users) would never want to see true wilderness trails paved over. And most of ONP (as in 95+%?) is just never going to be accessible to anyone not willing or able to hike rough terrain. So the fact that the Spruce Railroad Trail is		
	1. an old railroad bed with a gentle slope		
	2. in a scenic location		
	3. easily accessible by vehicle that		
	4. is NOT within a designated wilderness area makes it ideal for developing for universal use.		
	I presume that ONP folks understand what is meant by Universal Access (UA), so I won't go into definitions at this point, but if the 2008 Management Plan calls for making the trail UA, then paving the surface seems to be a necessary component. No matter how hard you pack down a softer surface, human use combined with rain will create pools of water and mud, and soften the substrate - given the frequency of rain in the Olympics, the trail will not meet access standards most of the year. Paving will assure that the trail needs much less maintenance for a longer period of time, and will		

assure that it is actually accessible.

ONP has a unique situation to make a truly accessible trail of a decent length - 4 miles along the shore of a pristine lake in old growth forest, that can be navigated independently by anyone is a very, very rare opportunity in the National Parks. NPS has not been a leader in accessibility, and in fact has lagged behind state and other federal agencies for years in giving visitors with disabilities more than the barest minimum access to facilities. Making the Spruce trail universally accessible would show that the Park Service can offer a high quality outdoor experience to all of its visitors.

Correspondence ID:	26	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	ODT Unaffiliated Individual				
Received:	Jul,16,2010 09:33:09				
Correspondence Type:	Web Form				
Correspondence:	I strongly support the continued paving of the Spruce Railroad Trail to link with the completed paving up to Hwy. 101. I am a road biker and bicycle tourer and have biked many times both east and west on Hwy 101 along Lake Crescent. I have usually selected to ride on the weekends to avoid the truck traffic but of course on these days there are the RV's, trailers, campers etc. The only way to bicycle this route safely is to pave trail on the north side of Lake Crescent. I emphasize the word paved, and not just gravel, as wheel chairs, trikes, and road bikes cannot ride on a gravel surface.				

Correspondence ID:	27	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,16,2010 10:57:26				
Correspondence Type:	Web Form				

Correspondence: I would like to support the current project that Olympic National Park has partnered with Clallam County and the Peninsula Trails Coalition to complete. It will provide a safe alternative route around Lake Crescent. Not only will this project improve access for all trail users, including wheelchairs, it will remove the last major impediment for bicyclists to navigate around Lake Crescent safely.

Living on the Olympic Peninsula we are blessed with hundreds of miles of epic mountain bike trails at our fingertips. As an avid mountain biker and business owner, I understand the importance of these trails. However, with the classic single track, cross country and down hill trails already available I believe it is vitally important to make the Spruce Railroad trail open to all trail users, not just mountain bikers. It needs to be ADA accessible. If the trail is not paved it would not provide an alternative to the narrow, traffic congested U.S. Hwy 101.

The partnership between Clallam County, the Peninsula Trails Coalition, and Olympic National Park deserves to be commended. It is not often you find this collaboration of support for a single project.

Thank you for your continued support for bicyclists.

Correspondence ID: 28 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Jul,17,2010 11:47:48

Correspondence Type: Web Form

Correspondence: I was skeptical about putting a paved trail above Lake Crescent for reasons of thinking the existing Spruce RR Trail will be paved. But now I am all for it now that I know the paved section will be above the existing trail and I feel it is much safer than riding on the existing trail (to make it safe for hikers) or on Hwy 101 (which has no shoulder).

I have been working on the Olympic Discovery Trail for about 6 years and our group has been worried about the safety of bicycling on the trail. That's why I'm all for this development.

I am thankful that I can give my opinion at this time.



Correspondence ID: 29 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: National Wildlife Fed Unaffiliated Individual

Received: Jul,18,2010 11:05:48

Correspondence Type: Web Form

Correspondence: 1) The trail would expand my recreational opportunities

2)Make a trail that is useable for the greatest number of recreational modes. Make a trail for casual biking, walking and horse riding. Good footing for walking, runners and horse riders means gravel not pavement. Have some of pavement as needed for bikes and wheelchairs and the rest gravel.

3)Do not know

4) Consider potential traffic (parking and restrooms, The grade will determine the likely users (eg the mountain bike folks will find a Railroad grade boring, the family cyclists will enjoy a leisurely ride and a picnic. Expect the slow modes of transport and make the trail useful for them with benches or picnic tables at key locations. I see RR grades as great for horses when some of the bed is left in gravel, add a few hitching posts way from the lake and an area for trailers. RR are also great for disabled folks who need a clear wide path. Take a look at the park trails in England near London (Epping Forest) - they use packed gravel trails and designated lanes for different modes of transportation. Put in a few water sources along the route.

5)Not sure

Correspondence ID: 30 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Unaffiliated Individual

Organization:

Received: Jul,18,2010 11:53:52

Correspondence Web Form

Type:

Correspondence: Being a relative newcomer to the area, this spring I began actively bike riding again. Living in Sequim I use the Olympic Discovery Trail which is just wonderful. As my biking and skills increased, I returned to more road biking and had an opportunity to participate in a multi-day ride which took us around Lake Crescent. It would be wonderful to have access to a paved trail that would allow bikes to be away from motor vehicle traffic. It is better for both the cyclists and the vehicle drivers. Given this area has a lot of out-of-towners many are unsure how to 'deal' with bikes on narrow or no shoulder curvy roads. In addition, there is heavy RV, trailer and boating vehicles being pulled/towed, etc. which also increases the danger for all. The flashing light warning is a step to alerting drivers but separation would be best.

I have been on the section of the Spruce RR trail that has been paved and it is lovely. Certainly hope that the plans to continue with the ADA access by paving go through for the remaining trail/tunnels, etc. to give all folks a safer and improved experience for getting around Lake Crescent and enjoying their time in the beauty of the northwest.

Correspondence ID: 31 **Project:** 29848 **Document:** 34953

Name:

Address: - WA
USA

Email: -

Outside Unaffiliated Individual

Organization:

Received: Jul,18,2010 12:32:20

Correspondence Web Form

Type:

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail that is accessible to all recreation users including those with disabilities.

I am disabled and use a mobility scooter. I have taken many trails throughout Washington and Oregon that have been updated to ADA standards. I am a regular user of the Olympic Discovery Trail. Sadly the opportunities within ONP are extremely limited. I realize that terrain is one roadblock to making more trails accessible, but

the Spruce Railroad trail is an old railroad grade and perfect for expansion.

Until last year I hosted a website called Accessibletrails.com that documented wheelchair accessible trails in Washington and Oregon. During that time I received many emails from people, either disabled or having family members who were disabled. These ranged from wheelchair users with normal skinny-tired wheelchairs to wheelers with mountain bike tires who loved a challenge. I conversed with clubs of hand cyclers and able bodied folks who wanted to share their love of hiking and biking with their disabled parents, siblings, or friends. Build it and they will come to our area. This would make an economic difference to the northern olympic peninsula. It is also designed as an extension of the vision of expanding the multi-use trail system from sound to sea. I have waited for years for this to happen. I applaud those who are trying to make this come to fruition and I hope the park service will support Clallam County's preferred option.

Correspondence ID:	32	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:					
Outside Organization:	Unaffiliated Individual				
Received:	Jul,18,2010 21:51:34				
Correspondence Type:	Web Form				
Correspondence:	1) i now hike this section of the trail. if the trail were paved, i would use my bicycle on it (without improvement, it is a very rough and somewhat dangerous ride). it would also allow me access to points west, both inside and outside the park. now , i feel it is unsafe to ride on the 101 side of lake crescent. 2) i am confident that the park would receive wider use by young bicyclist who want to visit the area WITHOUT a motorized vehicle. this would be good for the local economy. 3) the park should be looking ahead to a future with alternative transportation means (to the automobile) of visiting the park. this would be a significant step in that direction and and provide a model for other national parks considering the present transportation problem that most parks now have to deal with.				

Correspondence 33 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email:

Outside Unaffiliated Individual

Organization:

Received: Jul,18,2010 22:12:20

Correspondence Web Form

Type:

Correspondence: As a resident of Clallam County I am highly offended by the County website that seeks to dispel "misconceptions" about their proposal to build a road along the North Shore of Lake Crescent by calling it a trail.

It is not a misconception that my enjoyment of the narrow winding trail will be impaired by the swath of asphalt, zooming bicycles, increased traffic, litter, manure and flies that the proposed "trail" would create.

The County proposal claims it will improve drainage. I've seen the "improved drainage" that the County created from the asphalt "trail" they built above Camp David Junior Road. The mudslide from the erosion drained right off their "trail" and onto the road below. Will the new "trail" result in similar "drainage" of eroded hillside into the clear waters of Lake Crescent? I think it could, and I think this would be a significant impact.

Personally, I think the Spruce Railroad Trail is perfect just the way it is. I support the goals of increasing the number of accessible trails in the park, but think the leap from trail to road is a bit overkill. The trail can be open to wheelchairs without making it wide enough to drive a full size truck on it. If you must sacrifice the natural tread of the current trail to improve access, please keep the width of the pavement to the minimum possible. I've been on other paved trails in the park and think they were way less than eight feet wide.

Please, please, please don't just give the County what they want because they're showing up at the door with money in hand. Please consider the long-term effects of additional development along the last stretch of un-roaded shoreline at Lake Crescent. This is one of my favorite areas in the park, I'd hate to see it end up looking like a city park.

Correspondence 34 **Project:** 29848 **Document:** 34953

ID:
Name: -
Address: - WA
USA
Email: -
Outside Unaffiliated Individual
Organization:
Received: Jul,18,2010 23:08:45
Correspondence Web Form
Type:
Correspondence: I wanted to at least make an effort to answer the specific questions before finishing with some general comments at the end.

1) How would additional development or expansion of the Olympic Discovery Trail within the park affect you?

The development as Clallam County is proposing, with wide asphalt, would stop me from using the trail at all, ever. I have been on other sections of the ODT but had never seen the section of the trail west of this project area. The wide asphalt and gouge through the forest is abominable. I can't believe it exists in the park. To think this could happen on "my" trail next to the lake is not believable, especially since it is inside the park, where I thought the land was protected.

2) What environmental, socioeconomic, or other issues need to be considered during the evaluation and decision-making process for trail development?

I don't know about much except the environmental issues. It seems wrong to put a bunch of asphalt right next to Lake Crescent. Isn't it reported to be some sort of super-clean lake or something? We all know asphalt leaches toxics for years, maybe up to 20 years. All that will go into the lake. That is wrong and will damage the lake.

3) Are there other projects that might affect, or be affected by the proposed development and expansion of the Olympic Discovery Trail within the park?

If you are going to advertise the ODT inside the park as a place to get to, East Beach Road is going to be overwhelmed. It is already narrow and twisty. People drive way fast on it. No way is there room for a bunch of bicycles. That seems to be creating quite a hazard. And what is going to happen at the other end? And is the trail going to follow up the hill at the east end where it goes now?

That is so beautiful up in the trees. It is so nice just like it is.

The current trail could be made better by just adding some drainage or raising a few section to keep them dry.

4) What information does the park need to consider in making decisions about the design and construction of the proposed trail expansion within the park?

Mostly it is the environmental damage the project will create in the pristine area. If the trail to the west is any example, this project will be a mess. What is going to happen in the tunnels? That one is pretty long. If that tunnel is used as a part of the trail it will be pretty dark inside. That won't be safe for people on the trail. There need to be some sort of lights inside the tunnels. And are the tunnels safe? They look like they are falling in.

5) Are there other approaches to accomplishing the project's goals that the park should consider?

I'm not sure what you are trying to do except destroy one of the nicest, easiest to access pieces of trail in the park.

I can't believe the things Clallam County is saying about this trail. I looked at the web site and read all of their "myths" about the project. The county is completely wrong and is simply lying about the project. Have you looked at their site? Can they do that?

They claim that the trail as it is deposits sediments into the lake. First, isn't that a natural process? Wouldn't paving the trail change the natural process? And in fact, because the trail is mostly dirt and narrow, in most places it prevents water from flowing directly into the lake.

How can Clallam County control what happens inside the park? I thought the park was above the county and that the park mission was to preserve the land, not to develop it. It seems like just a little bit ago that I commented on the Boulder Creek project. Even though I like hiking up there on the easy, paved trail I agreed that taking the asphalt out of the park was a good idea. Now you plan on putting back even more asphalt in an even more sensitive area. You tear down two dams but don't seem to learn any lessons about adding toxics (asphalt) to the environment.

What is this crap about bikes getting off Highway 101 and using the

ODT? They are better off on 101 then on East Beach Road.

I'm not sure what all the fuss is on the ODT. I have been on most of it and much of it is in terrible condition, barely fit for a mountain bike.

How will you maintain the new trail? The piece they just paved is always covered with wood and stuff. How will that change?

This is a bad idea. Leave the trail as it is except for a bit of maintenance.

Correspondence ID:	35	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,19,2010 11:03:43				
Correspondence Type:	Web Form				
Correspondence:	New in a wheelchair and old as a hiker, I am penalized as a trail user and this would open my possibilities of enjoying my backyard. This Spruce Trail [and would be a bonus to all believe me. I vote for it 100%. Thank you.				

Correspondence ID:	36	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,19,2010 19:55:16				
Correspondence Type:	Web Form				
Correspondence:	Please consider a tunnel under highway 101 at top of Fairholm Hill to continue the ODT west on the railroad grade. Currently Clallam county plans to continue the trail west on the north side of 101 and cross the 101 on grade. I feel that this is a very dangerous alternative and that the tunnel under 101 at the top of the hill would be much safer and be a more user friendly way to continue the trail west.				

Correspondence ID: 37 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Jul,20,2010 00:13:00

Correspondence Type: Web Form

Correspondence: I am 61 years of age, I have multiple sclerosis and am unable to use my arms or legs. I have a fairly heavy battery powered wheel chair which stands me so I can stretch and so my wife doesn't have to push me around everywhere. Last fall my wife and I and a friend went on the Olympic Discovery trail from near Morris Creek all the way to the Dungeness River in a series of 2-4 hour trips. This trail allowed me to reconnect with nature. There is no way my wheel chair could have gone on a gravel path like this without shaking my teeth out of my head. The more disabled and frail a person is - the smoother the path needs to be to enjoy it. Please keep the Olympic Discovery Trail accessible for all throughout it's entire length. I understand the philosophy of keeping things as natural as possible, however paving will allow many more people of disability to enjoy it's wonder - especially in Olympic National Park.

Thank You, [REDACTED]

Correspondence ID: 38 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Jul,20,2010 10:22:00

Correspondence Type: Web Form

Correspondence: I rarely use my automobile and prefer my bicycle for commuting and transportation. It's more fun and much healthier than an automobile. There is a huge need for safe passage around Lake Crescent. If you have ever ridden a bicycle on a busy shoulderless highway you understand how dangerous it is. Imagine driving your wheelchair around Lake Crescent on highway 101. I bicycle the

Olympic Peninsula extensively and have ridden the Spruce Railroad Trail on a mountain bike in order to get from Port Angeles to Sol Duc. I wouldn't attempt it on a road bike or a wheelchair.

I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Sincerely, [REDACTED]

Correspondence ID:	39	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,20,2010 20:19:18				
Correspondence Type:	Web Form				
Correspondence:	Paving the trail would enhance my use of the Discovery Trail and allow me to travel through the forest. Because of back problems, I cannot walk long distances, but I can bicycle and improvements on this trail would enable me to enjoy this area.				

It seems like a very worthwhile project.

Correspondence ID:	40	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Back Country Horsemen; WTA Unaffiliated Individual				
Received:	Jul,20,2010 20:32:19				
Correspondence Type:	Web Form				
Correspondence:	replies to your questions:				

1) I currently volunteer with ONP Trails to help maintain safe trails. I also volunteer with the County in constructing the adventure route of the ODT. Upgrading this reach of trail to the ODT standard will make my job easier. I currently travel from Sequim to both ends of the RR grade to accomplish tread maintenance or removing downed trees. I use pack and saddle stock to help me. I am very worried about encountering a cyclist on HWY 101 when pulling my horse trailer or driving my car or truck. There are stretches of 101 where there are no safe harbors for cyclists along that road. I am excited to think that disabled folks will get to enjoy the same spots I do along that trail.

2) Until the ODT gets installed from the Elwha to Joyce and beyond - ONP should strongly encourage bikers to get off 101 at east beach and travel to the log cabin end trailhead and travel on the ODT up the Fairholm grade. Get bikers off the south side road along 101. I have reviewed both the ONP general and lake crescent management plans and they both support and encourage the trail as the county has proposed. It is curious to me that there are no other proposals visible for comparison.

3) Yes - the trail to the punch bowl should be repaired to allow safe travel by stock. There is a failing crib wall just east of the punch bowl bridge and at the bridge is a rock outcropping that needs some work to make it safer for stock to navigate. Then just past the bridge heading west is a narrow tread that needs rock work at lake level to make it safer for all current users. Trailheads for stock rigs are needed at both ends of the spruce RR grade. current trailheads are a bit tight for truck and trailer rigs. At the top of Fairholm grade the ODT should follow the historic Spruce RR grade and cross under hwy 101. Then the ODT could connect to the great camp creek trail system. Currently the ODT terminates at the crest and that is the absolute worst place to try and cross the 101.

4) Users of the trail should experience a seamless ride/walk as they cross different land management boundaries. I support the county design of 12 foot trail with 8 feet of paving and 4 feet of gravel tread. From my observations over the years - the old RR grade was initially built over 16 feet wide.

This is a front country trail and I expect we will see a marked increase of users. The County proposal is fully funded including the reopening of the tunnels. No new technology needs to be invented to make this trail happen.

ONP will get to boast about significantly increasing their ADA trails.

Ease of maintenance - as the fall season happens - ONP could employ a street sweeper to remove fallen leaves from the paved portion making the footing safer.

Consider that the funding is already approved for both the installation of the trail and reopening of the historic tunnels as proposed by the County's plan and the very real prospect that funds may go away quickly - should the grant date expire or design change remove it from the eligible fundable designs.

5) Should the ONP decide on some other trail solution, please agree that the user ought to have the same ride or walk regardless of the land manager. If the solution does not present an 8 foot paved and a 4 foot gravel pathway - or reopening of the tunnels - then you will have successfully implemented the missing link option. If by some chance the trail goes narrower to say 5 or even worse - 3 feet. That sounds pretty wide until a stock rider or cyclist encounters a wheelchair bound person. Meeting and then passing that person will severely compromise both individual's safety.

This concludes my comments. [REDACTED]

Correspondence ID:	41	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 21:00:27		
Correspondence Type:	Web Form		
Correspondence:	I would like to see the Olympic Discovery Trail built to completion in the purposed manner.		

Correspondence ID:	42	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:			
Outside Organization:	Unaffiliated Individual		

Received: Jul,20,2010 21:01:49

Correspondence Web Form

Type:

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence 43 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email: -

Outside PTC Unaffiliated Individual

Organization:

Received: Jul,21,2010 10:19:26

Correspondence Web Form

Type:

Correspondence: 1) How would additional development or expansion of the Olympic Discovery Trail within the park affect you?

It will make it an even better place to live. Accessibility is world class, and it will help our economy several months of the year.

2) What environmental, socioeconomic, or other issues need to be considered during the evaluation and decision-making process for trail development?

The ramifications for people wanting to come and spend more time in the National Park is almost limitless. Not only will it draw interest from locals, along the I-5 corridor, it will draw from around the world. People will truly want to see this area as much more than a pit stop to Victoria, but this trail will continue to attract longer stays and people will visit more places on our peninsula.

This is what the Peninsula needs, further attraction to the Olympic Peninsula. This is already a widely known attraction for mountain bikers, but it is really going to become world class, like Moab, UT. This is a eco friendly attraction, and it really doesn't get better than a fully funded project, with many volunteers from our community supporting it.

Correspondence ID: 44 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: [REDACTED]
Outside Organization: Pacific Trails, NOLT, Streamkeepers Unaffiliated Individual
Received: Jul,21,2010 12:12:32
Correspondence Type: Web Form
Correspondence: I fully support the extension of the trail and the subway under 101 to link with Sol Duc Road from Fairholm. I hope that bicyclists and horse riders will be courteous and respect the safety of hikers. (they are not always so respectful to walkers on the Discovery trail) and that motorized vehicles of all kinds will be prohibited from using the trail)

Correspondence ID: 45 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: [REDACTED]
Outside Organization: Peninsula Trails Coalition Unaffiliated Individual
Received: Jul,21,2010 16:34:56
Correspondence Type: Web Form
Correspondence: I am 70 years young and I have walked the Spruce Trail on the average of about 3 times a year for the past 40 years. The mud, water, and tunnel bypass areas have always been a bother, but lately those conditions have become more difficult for me to accommodate. My use of the trail has become constricted to an increasingly narrow band of time when the weather is dry but not too hot. My peer group friends, who in the past enthusiastically accepted an invitation to walk the Spruce, now beg-off because the irregular walking surface makes it difficult to maintain balance. In our younger days we hardly gave walking balance a conscience thought, but today it is a big issue.

The Spruce Trail is nearly level (it's a rail grade after all) and most people would rate its difficulty as "Easy". It is also in a beautiful and accessible setting, however, if left in its present condition, an increasingly larger segment of our aging population will be

excluded from its use.

In the bigger picture, I strongly support building multi-user trails, particularly in those areas that can be reasonably built and are part of a bigger trail network such as the Olympic Discovery Trail. I think there is adequate justification for maintaining a broad spectrum of "trails" from a step above game trails to continent-spanning super highways, but I feel the Spruce cries out for the proposed multi-user trail. It is an excellent fit.

Much has been said about how risky the Lake Crescent segment of Highway 101 is. I feel that if all trucks and busses, and all non-motorized traffic were taken off that section of road it would be safer than it is today, but it would still be risky. Non-motorized traffic that use that segment today, in my mind, are less prudent than wise. In a collision between motorized and non-motorized travelers, the traveler with the least steel wrapped around them usually loses big-time. In our concern for the "soft" victim, we often lose sight of the fact that in trying to avoid a soft collision, the motorized traveler often becomes involved in a collision with the road's hardscape or another motorized traveler. Everyone loses. Providing soft travelers with a safe alternative route around Lake Crescent is a good thing.

Correspondence ID:	46	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,21,2010 20:50:18				
Correspondence Type:	Web Form				
Correspondence:	1) I plan to use the trail in the future and would appreciate improvements. Most likely I would walk when using the trail. 2) I hope removal of any 100 year or older trees could be minimized.				

Correspondence ID:	47	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside	Unaffiliated Individual				

Organization:

Received: Jul,22,2010 09:53:19

Correspondence Web Form

Type:

- Correspondence:**
1. It would take away a place of peace and beauty. It would further erode my opinion of people in general, and the Park Administrator's ability to protect the land they have been tasked to protect from the zealous city dwellers who want the wilderness without the wild.
 2. Environmentally, all one has to do is look at the environmental impact the 6.4 mile section has had already. The trees that will have to be taken out the blasting of the rock, the heavy machinery that will have to be brought in. Does anyone really need to ask what environmental impact there will be? Socioeconomically, the trail will become a road that draws more people, people who want benches to rest on, garbage cans to throw their beer cans in, bathrooms that flush. Constant policing will need to be done to keep motorized vehicles off the ODR. The gatherings of drinking, smoking, loud parties at the Devil's Punch Bowl will increase due to the easy access. Fights, garbage, and accidents will all increase.
 3. Don't know. I was unaware of the Park's signed agreement with the County to engage in this project until after attending the meeting asking for public input to a project that already had a signed agreement. As many times as I was told this was not a done deal, after reading that agreement all I can say is. I don't believe you.
 4. The Park has already signed an agreement with the County. I would say the Park should consider protecting the wilderness from the County
 5. The cyclists can use the trail as it is to avoid the dangerous ride on 101. The tunnels could be restored without any asphalt making the cyclists not have to get off their bikes, but they may still get dirt on their wheels.

Correspondence ID:	48	Project:	29848	Document:	34953
Name:	-				
Address:	- WA				
	USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				

Received: Jul,22,2010 09:54:47

Correspondence Web Form

Type:

Correspondence: 1) How would additional development or expansion of the Olympic Discovery Trail within the park affect you? I would be able to more easily advise touring cyclists to use it as an alternative to pedaling Hwy 101 around the Lake. I could enjoy the trail with my parents, with scouts and other young people that I lead on bicycle tours and with two young friends who use wheelchairs for mobility. I could ride my bike to the west end from my home in Port Angeles and see the vision of the Olympic Discovery Trail extending to the west end come closer to fruition.

2) What environmental, socioeconomic, or other issues need to be considered during the evaluation and decision-making process for trail development? Touring cyclist safety ? in 1980 the Olympic National Park initiated a project to reopen the Spruce Railroad line as a trail, with an asphalt surface, solely to give touring cyclists an option to the dangerous highway conditions. Rainier had the narrow gauge asphaltting equipment, the newly assembled Sedro Wooley YACC crew was billeted here and did the construction work. ONP trail crew constructed the trail around the tunnels for temporary use until the tunnels could be opened. The foreman leading the project, [REDACTED] transferred to Skagway in 1982 and there was not sufficient vision in the maintenance division to continue the project beyond the rough dirt trail that had been attained. A WSDOT study in the mid-90's reaffirmed that achieving a touring bike accessible paved route on the north side of the Lake was the preferred alternative within several options for getting cyclists around Lake Crescent. That study team included representation from ONP. There is now an opportunity for the Park to fulfill the original intent of the project and it should be pursued. There has been no change in the unsafe cycling conditions on Hwy 101. Traffic has only increased in the intervening 30 years and the rebuild of the highway by FHA that occurred in that time period included no safety improvement for cyclists. Advocating responsible transportation - Olympic National Park Service has a pitiful showing of support for responsible transportation access inside the National Park. There is no public transportation on park roads or to any park facilities except Storm King Ranger Station. There is no safe place to travel by bicycle in Olympic National Park (safe as defined by ASHTO standards). Developing this route around Lake Crescent as a transportation alternative for all non-motorized users will be a stellar example of what can happen for transportation infrastructure in this country. The National Park is a fitting showcase for such a model. ADA accessibility? Olympic also

has a pitiful showing of accessible trails. We have used loose road chips for surfaces on supposedly accessible trails, we have root broken asphalt paths in our campgrounds supposedly providing access to accessible restrooms, we have little loops that never allow a person requiring wheel assisted mobility the opportunity to get out of ear shot of the parking lot. This completed trail of 10 miles of asphalt through the finest of Olympic's protected forest outside the wilderness boundaries, will be a destination for our skyrocketing number of disabled veterans as well as all differently abled athletes that will allow them to experience the mission of the Park Service unlike anywhere else in the system. Dogs ? Given that dogs are permitted on the rest of the Olympic Discovery Trail, they should be permitted on a leash on this section. The trail users share the trail with dogs for the other 60 existing miles of the route. While it will be a new thing for the park administration to allow pets on a trail, it will be no change for the trail users. It will also give park employees one place in the park they can suggest to visitors when answering the very common question of if there is anyplace in the park a visitor can hike with their dog.

3) Are there other projects that might affect, or be affected by the proposed development and expansion of the Olympic Discovery Trail within the park? Currently, the US Bicycle Route Network being advocated by the Adventure Cycling Association has to use Hwy 112 from Port Angeles to Hwy 113 to get to Forks. Shoulder width is inadequate on Hwy 112 but Lake Crescent makes Hwy 101 so dangerous that it has been avoided. Except for the Lake, Hwy 101 has adequate shoulder width for safe passage and is a preferable route for cyclists. Given the absence of shoulder on any Park Road, providing cyclists a route around Lake Crescent will be the only safe cycling experience for families or casual cyclists in Olympic National Park. The last four years, the county chain gang as well as Peninsula Trails Coalition sponsored volunteers, supervised by a county employee, have been building a mountain bike/equestrian trail approaching Lake Crescent from the east. This trail, now 25 miles long provides a recreational access which has been well received by local day use mountain bikers as well as one business doing guided day trips for tourists. The park Spruce trailhead is used for car parking as well as a parking areas on Joyce Piedmont Road and one on Hwy. 112. This new 25 miles of hand built single track trail has been planned and constructed by the same agency and volunteers who most strongly advocate allowing accommodation for multiple users on the Spruce RR trail. Paving a strip on the Spruce RR Trail will result in no loss of mileage in recreational single track playground to mountain bikers or equestrians given the new trail that has been built for them in a 5

mile radius in the last 5 years. They will have 21 more miles of single track than they did 6 years ago. The Spruce Trail will still be open to them. Touring bikes and people needing wheel assisted mobility devices are unable to use the new 25 miles of trail east of the park. The county has plans for a touring bike access to the Lyre River waterline road via Gossett Road just west of Joyce. This development would allow cyclist to safely access the Lyre River area without traveling on East Beach Road or down through the hairpin on the Piedmont Road. This county project development from Gossett Road should be strongly encouraged or agreed to as part of the Spruce development project.

4) What information does the park need to consider in making decisions about the design and construction of the proposed trail expansion within the park? To include the maximum usage by different user groups, equestrians, mountain bikers and hikers would use 4-6 feet of unpaved surface when the asphalt surface of 8' is adjacent. ADA users and touring bicyclists will share the 8' easily. Around the tunnels the current 2' trail would continue to provide a challenge for mountain bikes, equestrians or hikers. There is currently no user conflict on these rougher sections and no reason to believe that would change. The Park also needs to consider partnering with the county to address the land ownership issues to pursue an underpass at the top of Fairholme Hill so that the trail stays on the railroad grade to reenter the Park further West. This route would minimize compromise to park resources where the county plans to climb back up to the grade 1 mile west of Fairholm Hill, it would provide a more usable route for touring cyclists who will be tempted to use the highway between the FS2918 and the top of Fairholme Hill due to the many grade fluctuations and turns that the county design calls for to skirt the private property on Fairholme Hill. While the local chapter of the Backcountry Horsemen benevolently understand the need to add asphalt to the Spruce Trail and are willing to share that route with the originally intended users, they are understandably upset about adding pavement to their Mt. Mueller experience when the option of staying on the railroad grade is preferred by bicyclists and the only feasible route for ADA access.

5) Are there other approaches to accomplishing the project's goals that the park should consider? Even a crushed, unwashed gravel that sets up well will not be sufficient for touring cyclist traffic or wheelchair use solely because the horse use will keep it rough and with divots from the hooves. So that horses can also continue to use the route, an asphalt strip needs to be included so that the 2 wheeled users have a smooth enough surface to travel. The right

gravel can make a wheelchair and road cycling accessible surface. As long as horses use that same surface though, it can not set up properly for the wheeled access. The WSDOT study group in the 90's concluded that opening the Spruce RR trail was the most cost effective and feasible way to give cyclists a safe route around Lake Crescent. It is an opportunity not to be missed to have the county ready to pursue funding the construction of what started out 3 decades ago as a Park Service project that never met its design or funding goals.

Correspondence ID:	49	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:					
Outside Organization:	Unaffiliated Individual				
Received:	Jul,22,2010 10:39:32				
Correspondence Type:	Web Form				
Correspondence:	<p>I am now retired but I spent many years helping to develop sections of the Olympic Discovery Trail, and continue as a Board member of the Dungeness River Audubon Center which manages 1/2 mile of the trail east of Sequim. It has always been the dream that the trail continue uninterrupted from Port Townsend to the Pacific. The Spruce Railroad section is a vital link. Making this link safe, accessible to all types of non-motorized users, and a valid alternative to Highway 101 for cyclists are three good reasons that I support Clallam County's proposed project as the preferred alternative. To answer your specific questions:</p> <p>1. I have walked the trail in its current condition. I now have a husband in a wheel chair and a two year old grandson - neither could navigate the trail in its present condition. So I personally would directly benefit from the project.</p> <p>2. Socio-economic: The Olympic National Park will be able to expand access to a wonderful section of the Park, and Clallam County will reap the economic benefits of expanded Olympic Discovery Trail use. I see no negative issues. Environmental: The only environmental issue to be considered is respect for habit during construction and I am confident both the County and ONP will do so.</p> <p>3. No negative affects known. A positive impact will to add to the</p>				

overall effort for a seamless trail from Port Townsend to the Pacific.

4. The trail should be paved, at least 8 feet wide and all tunnels should be safe.

5. Show casing Lake Crescent and making the existing trail safe and accessible make this the best alternative route through ONP

Correspondence ID:	50	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,22,2010 15:04:00				
Correspondence Type:	Web Form				
Correspondence:	The Olympic Discovery Trail is soon to expand westward into Olympic National Park. At issue are development of a paved trail along the Spruce Railroad grade and installation of a tunnel for non-motorized use to connect the Spruce Railroad grade to the Sol Duc Hotsprings Road.				
	Any expansion of the Olympic Discovery Trail that does not include paving the trail surface means I--at age 62--and my two much younger friends --ages 5 and 8--will be left out. On the current unpaved trail, we can not possibly ride our bikes.				
	And even hiking on the Spruce RR Trail in its current unpaved state, in the winter months, can get mighty muddy and we usually choose to go somewhere else.				
	The tunnel by-pass would also be a blessing. It would mean a much safer and more enjoyable link to Sol Doc Hot Springs Road.				

Correspondence ID:	51	Project:	29848	Document:	34953
Name:	-				
Address:	- MT USA				
Email:	-				
Outside Organization:	Adventure Cycling Association Unaffiliated Individual				
Received:	Jul,22,2010 16:52:01				

Correspondence Web Form

Type:

Correspondence: I represent Adventure Cycling Association, a non-profit, member-supported organization that promotes travel by bicycle. Besides publishing a magazine, offering tours and sharing resources we publish bicycling maps of routes that go all over the U.S. Our Washington Parks Bicycle Route was first published in 2008. We were warned to avoid US 101 around the Lake Crescent corridor, and we presently route bicyclists on State Highways 112 and 113. If there was a safe alternative we would change our route to go through Olympic National Park.

We strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists who are touring. The tunnels should be reopened also. This project will make bicycling the Lake Crescent corridor much safer.

Sincerely,

Carla Majenrik Routes and Mapping Program Director Adventure Cycling Association 150 E. Pine St. Missoula, MT 59801

www.adventurecycling.org

Correspondence ID:	52	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Wirta Hospitality Worldwide Unaffiliated Individual				
Received:	Jul,22,2010 16:54:23				
Correspondence Type:	Web Form				
Correspondence:	I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent				

corridor much safer. Thank you [REDACTED]

Correspondence ID:	53	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,23,2010 12:03:56		
Correspondence Type:	Web Form		
Correspondence:	<p>I have used the Park over 50 years and believe I have hiked every trail and climbed most the major mountains. I look forward to one day biking the entire Olympic Discovery Trail from Port Townsend to Forks.</p> <p>I feel that the tunnels at the lake should be reopened and reinforced. I also strongly urge a tunnel under 101. I have seen the logging trucks racing to town and think any other solution would boarder on negligent responsibility.</p> <p>I have followed the progress of the trail and even though I am a retired public planner, I have difficulty understanding how slowly the planning and implementation of the trail has progressed.</p>		

Correspondence ID:	54	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:			
Outside Organization:	Unaffiliated Individual		
Received:	Jul,23,2010 15:29:00		
Correspondence Type:	Web Form		
Correspondence:	<p>Highway 101 along Crescent Lake is a dangerous stretch for bicyclists and motor vehicles, especially with the number of trucks and motor homes utilizing this route, and there are presently no viable alternatives for cyclists traveling the Olympic Peninsula. The proposed trail and tunnel improvements would address this need effectively, as well as provide needed access for people using wheel chairs. Although a bicycle is my primary transportation, I consider this stretch of Hwy. 101 too dangerous to ride, but I am</p>		

excited about the possibility of having a link to the west side opened up and extending the much-appreciated Olympic Discovery Trail in eastern Clallam County. There are many bicyclists who are unwilling to ride, or whose bicycles are unsuited for riding, on dirt trails, particularly when touring with heavily-loaded bikes that also are awkward on rough, muddy, or soft surfaces. The proposed plan for both paved and gravel/dirt paths appears to meet the needs of many users. The proposed tunnels will further improve access as both steep grades and highway crossings are significant obstacles for people with wheelchairs or loaded touring bicycles. As we adapt to changing climate and work to reduce oil consumption and production of greenhouse gasses, this improved non-motorized accessibility to the Olympic National Park can be expected to see increasing use in the years ahead. Increased tourism, with the attendant economic benefits to the region, also seems likely as a result of this project. I support the proposed trail improvements, do not have significant concerns, and encourage the use of local labor and contractors to accomplish the job.

Correspondence ID:	55	Project: 29848	Document: 34953
Name:	N/A, N/A		
Address:	N/A N/A, UN N/A USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 00:00:00		
Correspondence Type:	Park Form		
Correspondence:	<p>Why is the trail proposal important to you? Many reasons - as a cyclist, a paved alternative to Hwy 101/112 is important & vital, as a recreationist and nature lover, being able to experience the lake and the historic tunnels would be super.</p> <p>What should the proposed trail look like? It should be paved to ODT standards - 10 ft pavement, 4 ft gravel for horses.</p> <p>What should stay the same? Non-motorized!</p> <p>What should change? Paving, opening the tunnels</p> <p>How should the trail be built in the area of the two historic railroad tunnels? The full width of the trail standard, taking advantage of the railroad grade.</p>		

Where should access to the trail be provided in the park? I don't have a good enough understanding of the geography to answer. I'll look for more info.

Any ideas on how to avoid or minimize impacts associated with the proposed trail development? Use volunteers as much as possible. When establishing the construction contract, emphasize the need to minimize environmental impact.

Other Ideas/Comments: The railroad grade and historic tunnels are important cultural resources and a great public draw. Cyclists now travel great distances to ride through tunnels on trails in E. Washington, British Columbia, and Oregon. We should take advantage of this tremendous resource here in our own area.

Why is the trail proposal important to you?

The existing Spruce Railroad Trail is a beautiful hike, but rough in places even for hiking. As a cyclist I would love to be able to ride in the trail and avoid the dangerous experience of Hwy 101 and 112. The Olympic Discovery Trail is growing and becoming a phenomenal plus for the whole area. It will be a great tourist draw as well as a fabulous treasure for those of us who live here and can enjoy it often. This project makes possible the opening of the tunnels which for many years seemed an impossible dream. Paving the trail will open up this experience to ADA users as well as cyclists, equestrians and walkers. Lets do it!

Correspondence ID:	56	Project: 29848	Document: 34953
Name:	N/A, N/A		
Address:	N/A N/A, UN N/A USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 00:00:00		
Correspondence Type:	Park Form		
Correspondence:	Why is the trail proposal important to you? 1) save bicyclist lives on 101 S. Shore of Lake Crescent 2) Fantastic addition to Olympic Discovery Trail 3) Enhance historical interpretation opportunities.		

What should the proposed trail look like? Like the section descending from Fairholme Hill.

What should stay the same? Rough trail around tunnels as alternative.

What should change? Open tunnels, pave, level grades.

How should the trail be built in the area of the two historic railroad tunnels? Tunnel liners, pave, leave unpaved margin.

Where should access to the trail be provided in the park? Lyre River TH, Fairholme Hill top.

Correspondence 57 **Project:** 29848 **Document:** 34953

ID:

Name:

Address:

[REDACTED] Port Angeles, WA 98363
USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Jul,20,2010 00:00:00

Correspondence

Park Form

Type:

Correspondence:

Why is the trail important to you? I ride and hike the trail on a regular basis - such a neat resource that improving it will make access better for many.

What should the proposed trail look like? The section from the top of Fairholm to the start of the Spruce Railroad trail is wonderful for all.

What should stay the same? No guard rails.

How should the trail be built in the area of the two historic railroad tunnels? Trail thru tunnels would be really neat - historical tie-in to the Spruce railroad. Trails around the points are rough. Should remain as a primitive trail. Interpretive signs to describe history (at tunnels).

Where should access to the trail be provided in the park? West (Fairholm) needs better turn-around area but remaining primitive is fine with me. Maybe a little more parking.

Any ideas on how to avoid or minimize impacts associated with the proposed trail development? Nice gravel surface would be almost as good as paved.

Other Ideas/Comments? The thought of off-road trail from LaPush to P.T. is amazing. This section is already great but limited to rougher mountain bikers with the Adventure Trail nearby - lots of trails for everyone.

Correspondence ID: 58 **Project:** 29848 **Document:** 34953

Name:

Address: [REDACTED] Port Angeles, WA 98363

USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Jul,20,2010 00:00:00

Correspondence

Park Form

Type:

Correspondence: Why is the trail proposal important to you? The trail is an escape from the urban environment. i run out there consistently when the weather cooperates and it's a place not paved which is easier on the joints.

What should the proposed trail look like? It can be expanded and developed but with no pavement unless there's an alternative path. A great example to look at is the Interurban Trail" in Bellingham, WA.

What should stay the same? The material the trail is made out of. If its changed, an alternative to pavement should be found.

What should change? Making the tunnels more accessible is possible, also making the trails wider.

How should the trail be built in the area of the two historic railroad tunnels? Currently I feel the trail run arbitrarily to the tunnels however, keeping the tunnels with natural feel to them Not a highway tunnel but a cave tunnel.

Any ideas on how to avoid or minimize impacts associated with the proposed trail development? Instead of having one path, have alternate paths through the tunnels instead of drastically changing the main trail.

Other Ideas/Comments?

As I mentioned before, the "Interurban Trail" is a great example of a trail that is universally accessible, non-motorized and

multipurpose. Current trails I feel aren't of these. They aren't very horse or runner friendly such the one I mentioned. It's in Bellingham, WA and follows Chukanut Drive. Also Whatcom Falls in Bellingham would be a great experience to see my idea of an ideal trail that works for its community.

Correspondence 59 **Project:** 29848 **Document:** 34953

ID:

Name:

Address: [REDACTED] Port Angeles, WA 98362-0241

USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Jul,20,2010 00:00:00

Correspondence

Park Form

Type:

Correspondence: Why is the trail important to you? To continue multi-use and ADA access currently unavailable in portions of the trail as mandated by the Lake Crescent Development Plans.

What should the proposed trail look like? Exactly like the western portion recently completed by Clallam County taking original 17' bed and paving (asphalt) 8' with 3-4' for horse and stock use graveled.

What should stay the same? The improved (ADA) trail should match recent western county construction with a paved portion as well as an improved surface for stock use. this would be a true multiple use, ADA trail.

What should change? Currently most maintenance is done by volunteers and the state of the trail where not recently renovated (west) is poor and sometimes dangerous to all users.

How should the trail be built in the area of the two historic railroad tunnels? If possible, economically include tunnels if not it should be built as recently renovated with asphalt and improved surfaces (west).

Where should access to the trail be provided in the park? Current locations should suffice, I would prefer to see more stock trailer access.

Any ideas on how to avoid or minimize impacts associated with the proposed trail development? Asphalt paving will minimize runoff

and silt into the lake.

Other Ideas/Comments: The Lake Crescent Development Plans state a multiuse nature and ADA accessibility would be terrific. If the remainder of the Spruce Railroad grade is completed to County standards the amount of ADA access will increase then fold in the Olympic National Park. The county already has the funding to complete the work.

Correspondence ID:	60	Project: 29848	Document: 34953
Name:	<div></div>		
Address:	<div></div> Sequim, WA 98382 USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 00:00:00		
Correspondence Type:	Park Form		
Correspondence:	Why is the trail proposal important to you? We hike the trail. What should the proposed trail look like? A trail not a road. What should stay the same? Most of the route. What should change? Correct erosion. How should the trail be built in the area of the two historic tunnels? Open tunnels if it is practical, maybe too expensive. Where should access to the trail be provided in the park? Where it is now but better parking on the west end. Any ideas on how to avoid or minimize impacts associated with the proposed trail development? No paving.		

Correspondence ID:	61	Project: 29848	Document: 34953
Name:	N/A, N/A		
Address:	N/A N/A, UN N/A USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 00:00:00		

Correspondence Park Form

Type:

Correspondence: As a road biker I would like a safe route around Lake Crescent. The ODT is a great asset to the Olympic Peninsula, and it would be good to have a working partnership with ONP to both our benefits.

Correspondence ID: 62 **Project:** 29848 **Document:** 34953

Name:

Address: [REDACTED] Port Angeles, WA 98362
USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received: Jul,20,2010 00:00:00

Correspondence Letter

Type:

Correspondence: Comments on Rebuilding Spruce Railroad Trail in ONP July 20, 2010

To Whom it may concern:

As a senior rider and hiker who uses this trail I fully support the rebuilding of the East section to the same high ADA standard as the new West section of the trail. To do any less than a wide paved trail will be to waste a chance to have a trail that all people can use. The East end is the key section to this whole effort of building a ADA safe trail. Not only is this the main entry point for the whole trail section but it is a low level all seasons trail in ONP; seldom being closed even in Winter.

The whole Spruce Railroad Trail is one of the major sections that will tie in with the planned trail, that is the Olympic Discovery Trail which will go from Port Townsend to Forks and then to La Push. Planning is underway to build the several miles of new trail from the new Elwha Bridge to this key section. The construction of the Dry Creek Bridge and the paving of the old rail road grade down to the East end of the Elwha Bridge are both funded and will be done or started this fall.

This section already ties in with the Adventure Route which is a 27 mile Mountain Bike single track segment that connects Highway 112, the new Bridge, with this section. The Adventure Route goes up and over the several hills and is not for road bikes; thus the planned low land paved trail to provide the connection from Port

Angeles to the ONP section of the Trail.

The Spruce Railroad has much History telling a story of effort to build it, of the War time need for Spruce and the History of Logging in the West End of the county. I hope that signs will be place along the trail which tell this story, the story of the lake and the early History of this Area.

As I understand the current design for this rebuilding, includes the reopening of the two Tunnels. --Good-- As somehow a Tunnel becomes a major interest point and walking goal for users of a trail this is true of trails I have ridden in British Columbia, Idaho, Missouri which have Tunnels on them. The fact that horse riders will be able to use the trail as well as walkers, people in wheel chairs, runners and road bike riders is a major asset to this trail. This makes it truly a multi-user ADA trail.

At this time when I ride this section of the trail I have to walk my bike in several sections due to the rock falls, the scree slopes, mud holes, and the narrow sections around the Tunnels. Even just walking some of these sections is uncomfortable for me at this time.

Correspondence ID:	63	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	BCH Unaffiliated Individual				
Received:	Jul,24,2010 08:16:42				
Correspondence Type:	Web Form				
Correspondence:	OLYMPIC NATIONAL PARK My concerns of the trail changes on the Spruce Rail Road Trail is the effect of the 8 foot pavement. The Olympic National Park is a wilderness and a 8 foot wide trail of pavement is not the environment setting for a wilderness experience. You are taking a trail and turning it into a highway [REDACTED]				

Correspondence ID:	64	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				

Email:
Outside Unaffiliated Individual
Organization:
Received: Jul,24,2010 16:45:24
Correspondence Web Form
Type:
Correspondence: Completing, Phase 1 and 2 would give bicyclists a much safer route around Lake Crescent than the current route on US 101. It would also give access to a beautiful section of the ONP to everyone.

The trail needs to be asphalt (not chip seal) and a minimum of 8 feet wide with crushed stone shoulders for horse riding use. Appropriate trailhead parking and restrooms at both the Lyre river and Sol Duc access points. Signage on US 101 to the trailheads.

Many bicyclist traveling through this area intend to camp at Lake Crescent. Since the trail will lead away from existing camping it would be my suggestion to open a hiker/biker area at the Log Cabin Resort. This area would be for those arriving using nonmotorized forms of transportation and no reservations required (no one turned away). It is often very difficult to know how much distance one will travel day to day, so reservations are difficult to make in advance.

In phase 2, if the tunnels are safe, build the trail using them. If the tunnels are questionable, close them permanently so they are not a safety issue. You don't want to have to re-address this in the future and we won't want the trail closed for tunnel repair or removal.

Please include, resting benches and interpretive information along the way.

Thank you for the opportunity to give input. Thank you for making the trail a priority.

Correspondence 65 **Project:** 29848 **Document:** 34953
ID:
Name: -
Address: - WA
USA
Email:
Outside Unaffiliated Individual
Organization:
Received: Jul,25,2010 15:19:01
Correspondence Web Form

Type:

Correspondence: Although I miss the more rugged path that has now been replaced by six miles of pavement, I do support development of a route that can be used by a greater variety of non-motorized users. Currently, I have no opinions about the design of such a route, except that I do support a tunnel crossing under Highway 101 at the top of Fairholme Hill. I've seen too many squashed animals on that piece of highway to want to cross at grade.

Correspondence ID: 66 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: Peninsula Trails Coalition Unaffiliated Individual
Received: Jul,25,2010 19:09:20
Correspondence Type: Web Form
Correspondence: Peninsula Trails Coalition P.O. Box 1836, Pt. Angeles, WA 98362

25 July 2010

Superintendent Karen Gustin Olympic National Park 600 East Park Avenue Port Angeles WA 98362

Dear Superintendent Gustin:

The board, on behalf of the membership, of the Peninsula Trails Coalition wishes to lend its enthusiastic support to the Park's consideration of paving the extension of the Olympic Discovery Trail (ODT) through the Spruce Railroad tunnels. We realize that this is a controversial issue, but for the following reasons believe it is the best option for the National Park System and visitors, and provides the most benefit? Especially to a unique and underserved population: physically challenged adults and children.

As it is today, the Spruce RR Trail (SRRT) is a lovely, casual, "walk in the woods"--for most of us. Some more adventuresome use mountain bikes on what is not a "technical" trail, but upon which they can enjoy a trail experience. Others, with stabile mobility and good balance, are able to hike. For too many others, there is no trail experience. These persons are dependent for their mobility on canes, crutches, walkers, and wheelchairs. The soft-pack trail

wholly denies them the beautiful outdoors on the SRRT.

Familiar to us all are the current offerings to this population within the Park: the loop behind the Port Angeles Visitor Center, another loop--one-quarter mile of root cracked asphalt at the Hoh, and two unevenly paved trails at Hurricane Ridge with surfaces too rough for assistive walkers and too steep for wheelchairs. Very little of the beautiful Park experience is available to the physically handicapped.

Paving this route will complete twelve miles of continuous ADA accessible trail better than six times the current total ADA trail length in ONP! For us--reason enough to approve Clallam County's bid to continue the project. However, there are other considerations that we feel strongly about, for which we would like to lend our support.

Able-bodied walkers, mountain bikers, equestrians, and road cyclists will have greatly improved facilities. In addition to the nearly completed close-by 30 miles of world class, soft-pack, challenging and technical Adventure Route portion of the ODT, mountain bikers and equestrians will have an additional twelve miles along the SRRT by way of a four-foot along-side dirt path, and new access to the Mount Mueller trail system.

One of the touted benefits to the ODT? likely, in fact to be the true "driver" of its federal funding is the economic stimulus that bringing an off-road experience to the public offers local businesses. Touring bicyclists are a quickly growing population; the Olympic Peninsula is a popular tourist destination. Opening up the Park to through cyclists and hikers will encourage those tourism dollars (especially on the west end), and allow a greater percentage of Americans to use the NPS. We have a jewel here; "stitching together" a route across the peninsula and through ONP will encourage Park usage, and offer to a larger population the off-road beauty that is now so close, yet inaccessible to the touring cyclist. While some may prefer to keep the SRRT low-key, it is fair that we responsibly develop and showcase that which we can, preserving the deep woods and mountains for more independent and rugged travel.

The SRRT can be a truly safe ride or hike around Lake Crescent, removing those users from the narrow, winding, and barely "shouldered" US 101. Per WSDOT records, SR 112 is not a safe alternative. Today, the Park has a superb opportunity to offer a beautiful and peaceful respite to exhaust, noise, and possible

injury.

The proposed rehabilitation of the SRRT, indeed, changes the "feel" of the trail, yet improves it to optimum use. The County's proposal takes closed and crumbling historic tunnels, and returns them to their original sizes, offering visitors the opportunity to behold and wonder at the original construction?a tunnel experience unique on the entire peninsula. It restores and preserves the original railroad grade. It widens a poorly draining, too often muddy, narrow, worn, and not easily maintained trail to one that will be a smooth and a consistent twelve feet in width--instead of a varying 5-14 feet, creating narrow passages for walkers and cyclists. Gone will be the exposed roots' hazards to the unwary, and the difficult to seek out and eradicate invasive vegetation. The new surface and width will improve winter maintenance and encourage year around travel.

The trail portions that drain directly into Lake Crescent will be removed. By reducing sediment flows from the current bare dirt water crossings on the trail, and by reducing dust (generated from the current trail use) from entering the Lake, the County's proposal to hard surface this trail cross section would enhance water quality?benefitting fish in both Lake Crescent and the Lyre River. Should the County use the trail project as an opportunity to pave the gravel road near the Lyre River Bridge (to be encouraged at this known sediment pollution point), sediment flow here into the creek would be arrested. This is a key fish breeding location; stopping this sediment would result in a large improvement over the current condition for water quality and fish breeding.

In closing--we find no legitimate reason to not support the County's proposal for the Spruce Railroad Grade. All current users will be accommodated, and the physically challenged will?at long last, achieve access to a lake experience that is well known and loved by so many others.

We encourage your approval of this project. It's good for the National Park System and it is fair to all.

Thank you for your consideration of the project and our comments and those of so many others. This is a lengthy process for staff, but an exciting time. As the concept originators of the ODT, the Peninsula Trails Coalition eagerly anticipates a very special opportunity sharing this beautiful pathway with all interested Park users, as it winds along the peaceful shores of Lake Crescent.

Thank you.

Sincerely,

Kathe Smith, President

Correspondence ID:	67	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,25,2010 19:58:13				
Correspondence Type:	Web Form				
Correspondence:	This is a wonderful opportunity, and an ideal place, to not only connect the discovery trail, but to do it in a way that is handicap accessible. I have a niece who is confined to a wheelchair, she is, and always will be, confined to it. It can be very difficult for individuals who are fortunate enough to have the freedom of mobility to understand how important these places are for people with disabilities and the people who love and care for them. I spoke with a couple at the trailhead a few days ago, the first time I hiked the Spruce trail having lived near here my whole life, who were opposed to the changes proposed, because they like the trail the way it is. They suggested there are better places to build a handicap accessible trail, aren't there always, and isn't always somewhere else. I do a fair bit of site evaluation in my job and aside from a few small areas with design challenges, the site seems perfectly suited to me. I hiked from the East end of the trail and then continued on a few miles past the West end trailhead on the newly paved section. I met a man and his wife near the end of the paved section, my wife used to work with him, and he is confined to a wheelchair as well. We talked about the trail and the plan to continue it around Lake Crescent and how great that would be to have some place where he could "hike" with his wife. I honestly can't see what the problem is. I say build it and allow EVERYONE the opportunity to experience the beauty of this trail. So it might have a little more traffic, so you might have to share, I say build it. It's okay to share.				

Correspondence ID:	68	Project:	29848	Document:	34953
Name:	-				

Address: - WA
USA
Email: [REDACTED]
Outside Unaffiliated Individual
Organization:
Received: Jul,26,2010 06:22:27
Correspondence Web Form
Type:
Correspondence: 1. I am for the development of the Spruce Railroad Trail, to chipseal and make it as accessible as possible for handicapped and wheelchair.

2. To possibly make a tunnel at the SolDuc for non-motorized persons as is in place at Marymere Falls.

3. As a cyclist, I would be directly affected by an alternate route around Lk. Crescent. Having just done around the peninsula by bike in May of this year, I can say using the Spruce would DEFINITELY be SAFER FOR CYCLISTS!

3. If we want to attract even more people to our fantastic ODT, this would be an excellent way to do so, in my opinion. I know many in our bike group, Women on Wheels, hesitate to consider riding around the lake due to unsafe conditions, narrow shoulders and competition with logging trucks and cars.

I thought this was already agreed upon to go ahead with this work on the Spruce. But whatever we need to do, let us do it and begin the project.

Correspondence 69 **Project:** 29848 **Document:** 34953
ID:

Name: -
Address: - WA
USA

Email:
Outside JTC Unaffiliated Individual
Organization:

Received: Jul,26,2010 21:42:47
Correspondence Web Form

Type:
Correspondence: ODT Crossing of SR101 near Sol Duc Hot Springs Road

To begin this analysis you have to answer the age-old question: "Why did the chicken cross the road?" The obvious answer is: "To get to the other side ? ALIVE." The ODT travelers have exactly the

same objective and not crossing the road is not an acceptable alternative.

If a diverse team was assembled, I am sure they could creatively come-up with dozens of ways to cross two streams of traffic, but only three methods have met the test of time and cost for public ground transportation: 1. Both streams cross at-grade, 2. One stream at-grade, one under, 3. One at-grade, one bridged.

The bridge option does not meet the design standards for ODT's non-motorized travelers (horse, bike, wheelchair and footwear) in terms of grade or cost to achieve acceptable grade. In my mind a bridge would also introduce a host of safety and aesthetic issues, and I am inclined to reject this option out-of-hand.

Of the remaining two, the surface option is the obvious choice: all that is required is a couple signs and a painted crosswalk ? or is it? Two sites have been discussed: the shorter and most direct at Sol Duc Hot Springs Road crosses five lanes of traffic, and the other west of the Fairholme Hill summit crosses only three lanes of traffic, but is a longer route.

Looking at the physics to the two alternatives a number of facts emerge: 1. Motorized traffic on SR101 approach the intersection at 60 mph (about 90fps), 2. Non-motorized traffic would cross SR101 from a standing start at the side of the highway at about 5fps, 3. SR101 lanes are about 12 feet wide for totals of 36 feet at Fairholme and 60 feet at Sol Duc, 4. Non-motorized traffic needs to travel the width of the lanes + their own length (both the front and back must clear the lanes) + a minimum of 5 feet clearance on both sides of the road. So at Fairholme, peds travel $36' + 10' + 2' = 48'$ in 10- sec; Chairs travel $36' + 10' + 4' = 50'$ in 10 sec; bikes travel $36' + 10' + 6' = 52'$ in 10 sec; and horses travel $36' + 10' + 10' = 56'$ in 11 sec.

At Sol Duc, peds = $72'$ in 14+ sec; chairs = $74'$ in 14 sec; bikes = $76'$ in 15 sec and horses = $80'$ in 16 sec. So at Fairholme, times vary between 10 and 11 seconds. At Sol Duc, they vary between 14 and 16 seconds. These times are an absolute minimum. With motor vehicles traveling at 90fps, the difference between a hit or a miss can be as little as 1/90th of a second.

At Fairholme, when the chickens start to cross the road, the MVs must be a minimum of 1000' (11 x 90) away in both directions and at Sol Duc the MVs must be 1500' (16 x 90) away or it is chicken soup! Sadly it has been proven on numerous occasions that soft

targets find it extremely difficult to judge the distance, speed, and closing rate of on-coming high-speed traffic.

At both Fairholme and Sol Duc, at-grade crossings would simply be a game of Russian Roulette. The State Highway Department knows the physics of all of these numbers with far greater sophistication than the simplistic version I have presented.

I cannot imagine anyone keeping a clear conscience by proposing anything less than a tunnel crossing at Sol Duc.

[REDACTED] Nordland, WA 98358 [REDACTED]
[REDACTED]

Correspondence ID:	70	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	[REDACTED]		
Outside Organization:	Backcountry Horsemen Unaffiliated Individual		
Received:	Jul,26,2010 23:24:57		
Correspondence Type:	Web Form		
Correspondence:	1) Allowing me and my family, some who are elderly, access to more of the park. I enjoy horse riding, rollerblading, and biking. The history of following the old railroad route is fascinating. 2) Controlling or elimination of trail erosion. Creating a multi-use trail system where more people including those with limited mobility access to a contiguous trail. With an aging population, improved trail systems will attract more usage. 3) Any project that desires a greater degree of usage will benefit by this project and the visitors it will attract. 4) A.D.A. Contiguous/completed trail system for all visitors. 5) The plans of previous administrations and current park users to complete this project as designed, reviewed and budgeted.		

Correspondence ID:	71	Project: 29848	Document: 34953
Name:	-		
Address:	- WA		

USA

Email:
Outside
Organization: BCHW Unaffiliated Individual
Received: Jul,27,2010 00:01:49
Correspondence
Type: Web Form
Correspondence: As a rider I would like to see this portion of the trail finished. It provides a unique venue for enjoying the ONP. As I understand, there have already been studies performed on environmental impact.

This trail also provides a unique venue for many people that can not otherwise enjoy the park.

The park should design and construct the trail in the spirit it was intended, to provide access to non-motorized traffic including hikers, bikers, equestrians and wheelchairs.

Correspondence 72 **Project:** 29848 **Document:** 34953
ID:
Name: -
Address: - WA
USA
Email: -
Outside
Organization: Unaffiliated Individual
Received: Jul,27,2010 08:42:10
Correspondence
Type: Web Form
Correspondence: We really feel that reopening the tunnels and improving the ODT trail will really enhance access to the park to more people. I feel that is an important part of why we have parks. Since the trail is already there and the tunnels exist there is almost no environmental impact. Please make the park more accessible so we can all share it's beauty.

Correspondence 73 **Project:** 29848 **Document:** 34953
ID:
Name: -
Address: - WA
USA
Email: -
Outside
Organization: Stock user Unaffiliated Individual
Received: Jul,27,2010 15:02:30

Correspondence Type: Web Form

Correspondence: Completion of this last section of the ODT is essential. It will be the "missing Link" if not completed!

It will provide all users an emergency link around Lake Crescent in case of an emergency.

The multiuse option including both the paved and graveled use areas provided for access for all as well, as emergency and maintenance access.

Adequate access and parking areas for stock users and their vehicles and trailers is necessary to assuring multiple locations to enter the route.

Correspondence ID: 74 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Handicapped User Unaffiliated Individual

Received: Jul,27,2010 15:32:22

Correspondence Type: Web Form

Correspondence: At the present time the areas that I can view and am able to access in the area of Lake Crescent are extremely limited. The creation of the Olympic Discovery Trail has opened opportunities for those of us with limited mobility to view scenic areas which were previously unaccessable to us. In addition this proposed section of the 156 mile Olympic Discovery Trail is essential to its completion as it completes a section of the trail which cannot be relocated elsewhere.

Correspondence ID: 75 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,27,2010 17:22:44

Correspondence Type: Web Form

Type:

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital for this trail to have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID:	76	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:					
Outside Organization:	Unaffiliated Individual				
Received:	Jul,28,2010 07:58:41				
Correspondence Type:	Web Form				
Correspondence:	If not building the trail isn't really an option, please build the trail with the minimum amount of impact on the lakeshore and forest. Thank you.				

Correspondence ID:	77	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:					
Outside Organization:	Cascade Bicycle Club Unaffiliated Individual				
Received:	Jul,29,2010 10:45:27				
Correspondence Type:	Web Form				
Correspondence:	Thursday, July 29, 2010 For submission of Written Comments regarding: "The Finishing of the Discovery Trail along the Spruce Railroad corridor".				
	Good morning: Sir's				
	As a member of the Cascade Bicycle Club I receive a monthly news letter. In the newsletter this month was a small article regarding the Discovery Trail and suggested comments be sent. I then read some articles regarding this project and thus coming up				

with this opinion.

I have often thought of riding my bicycle in the area of the north peninsula but have always stopped the planning, much because of Hwy 101 at Lake Crescent. As a bicycle rider I can not imagine that that stretch of the road would be neither fun nor safe. I also ride motorcycles and have much the same thoughts when riding around the lake. This roadway is just too narrow to be safe for a peddled two wheeler. A paved bypass on the North side of the lake would be perfect.

When I read that the trail is being worked on (some parts finished) I thought that is a great choice. I fully endorse a paved trail along the Spruce Railroad connecting the two ends of Hwy101. After walking the old railroad grade I know that it would be a perfect way for hikers, riders and even the handicapped to enjoy a nice quiet and relaxing few miles away from traffic. I especially love the tunnels and would hope they are part of the experience. Walking through time so to speak is another great joy and a step back to an older day.

So having said all that? I support the plan.

For a wide, paved, multi -use trail, finishing the connection of both ends of the lake. I also fully support the reopening of all the tunnels as suggested by the "Clallam County Option" for restoration and paving of the trail.

Let's finish this great bypass and make it safe for users to stay away from the narrow two lanes of Hwy101. I absolutely know it will benefit all the users and make Hwy 101 just that much safer. This would be money well spent.

Thank you [REDACTED] Stanwood, Wa

Correspondence ID:	78	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,29,2010 19:29:22				
Correspondence Type:	Web Form				

Correspondence: I know there are hundreds of organized bicycle rides in Washington, but few ride the Peninsula, because much of the accessible roads are high speed highways. It would be a great boon to local communities to have more riders, from population centers such as Port Angeles, Townsend, and even Seattle. It would also bring in more club riders, like from clubs I belong to, throughout the year. Or just people like myself who ride with their family.

But this requires safer routes. It also requires any such route to be paved and wide enough to be useful as an alternative to US 101. It also needs to be continuous and complete.

Correspondence ID: 79 **Project:** 29848 **Document:** 34953

Name:

-

Address:

- WA
USA

Email:

[REDACTED]

Outside

Unaffiliated Individual

Organization:

Received:

Jul,29,2010 23:28:28

Correspondence

Web Form

Type:

Correspondence: My primary transportation mode is a bicycle, for commuting, recreation, and tourism. I support the Clallam County option to restore the Spruce Railroad Trail as a multi-use trail. Having this trail connect along the entire length of the lake will make bicycling the Lake Crescent corridor MUCH safer. This will be a popular route so it is important that the trail be designed at the outset to be wide enough to accommodate access by diverse users simultaneously (bike, ped, ADA) and have an appropriate paved surface suited to high levels of use.

Correspondence ID: 80 **Project:** 29848 **Document:** 34953

Name:

-

Address:

- WA
USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Jul,30,2010 09:53:01

Correspondence

Web Form

Type:

Correspondence: As a homeowner on Lake Crescent, I will be impacted by the

improvements made to the Spruce Railroad trail. Some good, others I am concerned about.

One concern I have is the limited parking available at the Lyre River end of the trail. On warm summer days, there is not adequate parking. The [REDACTED] home, which the park owns next to the existing parking should be torn down, as it is a fire and safety hazard. Parking could be expanded that direction with fencing or planting to protect the [REDACTED] cabin from wandering trail users. It would also be a good kayak launch and swimming area.

Paving or maintenance of the road from the Lyre River bridge to the parking area, or all the way to the end of the road would end the dust and continual maintenance problems on that road.

Better signage at the trailhead would keep users from walking all the way down to [REDACTED] house before they realize they have gone the wrong way. This happens often.

East Beach road is in terrible shape. It was recently mowed and cleaned up for the visiting dignitaries, but that is an exception to the usual practices of the park. The road needs to be paved and widened to meet standards. If you want to have the trail used for events, by tourists and disabled, it needs to meet standards.

I think it is great that the trail will be improved and paved. It will allow access for a greater range of people. I look forward to using it often and will probably volunteer to patrol and maintain when I retire in a few years. It will be easier to access by fire and law enforcement when needed.

I hope that there will be picnic tables and rest stops along the way. It is such a beautiful location and I am glad the park is opening it up for the enjoyment of all.

Correspondence ID:	81	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,30,2010 15:22:32		
Correspondence Type:	Web Form		

- Correspondence:**
- 1) The opportunity to ride a bicycle from the main Olympic Park areas to the ocean areas though the Lake Crescent area is one I would love to be able to have, however the incredible danger of riding with cars trucks on a windy narrow road without shoulders means it is one opportunity I will not be able to take.
 - 2) The risk to human life is high with touring bikers riding on the road along lake Crescent. A paved multi-use trail would make it safer for bikers and easier on drivers.
 - 4) Not all people that would like to bike in this area are set to be mountain bikers. Those of us that are older or have young children would benefit from having a paved trail.

Correspondence ID: 82 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Jul,30,2010 17:33:37

Correspondence Type: Web Form

Correspondence: I am STRONGLY in favor of upgrading the Spruce Railroad Trail to Olympic Discovery trail standards, including paving, tunnel restoration, and creation of a below grade crossing of 101 utilizing the old railroad cut at the summit of Fairholm hill (Sol Duc Road). My reasons for supporting this upgrade are legion, so I will mention only the two most important

1) Bicycle Safety - Presently there is no safe bike route to the western Olympic Peninsula. Both bicycle advocates and transportation managers agree on this. Both US101 and SR112 have signs warning bicyclists of extreme danger. Regardless, bicyclists continue to ride these routes, and risk their lives, in significant numbers, attesting to the extreme need for a safe route. The full ODT upgrade will provide such a route. The life saved might be MINE!

2) Increased Opportunity for Non Motorized Use - The proposed upgrade will dramatically increase the opportunity to get park visitors out of their cars and onto a trail, and will allow a much larger, more diverse group of users. Improved access from 101, an easy grade, smooth tread, and enhanced trail width will allow more

visitors to explore the Lake Crescent area in an environmentally friendly manner. Already we see mothers with strollers, large family groups, wheelchairs, and others using and enjoying the newly upgraded ODT section from Fairholm summit to the Northshore road. Their comments are uniformly (and enthusiastically) positive. Most of these users would not be able to use the existing trail, and most turn around at the junction between the paved and unpaved section.

I am a strong supporter of the NPS and consider our parks to be one of the crown jewels of the nation. I do not lend my support to any project I feel might in any way impair our parks, or result in negative impacts. Normally, I would be opposed to ANY development in the park, but this project has such dramatic benefits to both the park and it's visitors that I find it compelling

Please, just do it!

Correspondence ID:	83	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,30,2010 18:41:12				
Correspondence Type:	Web Form				
Correspondence:	We have toured extensively by bicycle for nearly 20 years and have ridden on the Olympic peninsula many times. The highway along Lake Crescent is simply too narrow and traffic clogged to be safe and accommodating to other than the most experienced cyclists. Completing the Callum County Spruce Railroad Trail would provide a much safer option for not only cyclists but also wheelchair users and hikers. The Park should aggressively promote transportation and recreation options that encourage low impact activity. Having this trail section completed would encourage us to visit the Park more often and allow us to enjoy the tranquil beauty of the lake without fearing for our lives on 101.				

The project will advance important environmental goals by providing a safe alternative to driving a motor vehicle to experience this treasure. A paved trail will allow the handicap the ability to also see this area.

This section is an integral part of the ODT and without it the dream of having a trail to reach the western portion of the park will remain unfulfilled. There simply are no alternatives.

I would also add that opening the two historic tunnels would allow users to appreciate the amazing human feat their construction represents.

I urge the Park to approve this project and assist in every possible way its speedy completion!

Correspondence ID:	84	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Cascade Bicycle Club Unaffiliated Individual				
Received:	Jul,31,2010 09:28:26				
Correspondence Type:	Web Form				
Correspondence:	I strongly support providing a 8 foot wide paved trail and reopening the tunnels to allow road bikes and wheelchairs to use the trail. This would provide a much safer route around Lake Crescent than currently exists. The unsafe Hwy 101 alternative is hazardous to bikes because of the narrow shoulder. I have also observed a high degree of frustration among drivers who are delayed by bikes on the road and this can be dangerous as well. I would use the improved trail to bike to the coast at least twice per year. I think that paving and widening can be done with minimal environmental impact and accomplish better drainage and reduce sedimentation from the existing trail. This would improve access to currently excluded users, provide greater safety and be an excellent improvement to the Park.				

Correspondence ID:	85	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Jul,31,2010 12:05:10				
Correspondence	Web Form				

Type:

Correspondence: Reference: Lake Crescent bypass/Olympic Discovery Trail.

I understand that there is a consideration of not paving or providing ADA conditions for the Olympic Discovery Trail bypass project. I recently rode on my road bicycle from the Port Angeles area to Forks. The Lake Crescent part of that ride was down right dangerous. If you care at all about human life and safety I strong urge you to pave the by-pass or at least close the Lake Crescent section to any bicycle traffic. Someone is going to get killed.

[REDACTED]

Correspondence ID: 86 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Unaffiliated Individual

Organization:

Received: Jul,31,2010 15:59:49

Correspondence Web Form

Type:

Correspondence: I highly support this project, both as a motorist and a cyclist, I believe it will increase safety for all.

I support the plan to restore the Spruce RR Trail, with a paved trail that all can use, the wider, the better.

I plan to be out there trying it out soon after opening! Please continue to develop projects that allow cyclist to explore our National Parks!

Correspondence ID: 87 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Unaffiliated Individual

Organization:

Received: Aug,01,2010 10:51:37

Correspondence Web Form

Type:

Correspondence: I strongly support Clallam County's preferred option to restore the

Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID:	88	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Aug,01,2010 15:22:43		
Correspondence Type:	Web Form		
Correspondence:	I write to express my opposition to any plans to widen and pave the Spruce Railroad Trail. The Spruce Railroad trail is one of the most accessible trails in the park. Many visitors who will never penetrate the deeper reaches of the park are able to enjoy the Spruce Railroad Trail and its incomparable views of Lake Crescent. Let them do so in as wild a setting as possible. Right now hikers, horseback riders, and bikers share this trail safely and amicably. However, if the trail is paved and widened, bikers will be able to travel at greater speeds and in larger groups than they can today. Hikers may be able to get out of their way safely; horses won't. Turning this beloved trail into the equivalent of a biking highway violates the purpose of Olympic National Park, and, inevitably, will result in dangerous conflict among its users.		

Correspondence ID:	89	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Aug,01,2010 17:31:15		
Correspondence Type:	Web Form		
Correspondence:	I think the proposed 8 foot wide pavement would spoil the trail. I have been on the trail west of Lake Crescent, and it feels more like		

a road than a trail. There are a lot of ways to improve the trail (for example - turnpiking through muddy areas) and widening it would be good, but I think paving it would take away from the natural setting around the lake.

Correspondence ID: 90 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: Unaffiliated Individual
Received: Aug,02,2010 17:03:21
Correspondence Type: Web Form
Correspondence: Park Service Spruce Railroad Trail

I am writing to protest the major changes being planned for the Spruce Railroad Trail, particularly the plan to widen and pave it. If the county proposal is accepted, this pleasant woodland trail will be turned into a twelve foot wide transportation corridor with the bulk of the added nine feet or so paved and designed for high speed bicyclists on their way elsewhere. I am opposed to their plan on several grounds:

- It will spoil the national park experience and its focus on nature. - It will change a nature path into a transportation corridor which is contrary to the park service mission. - It will introduce safety problems inherent in transportation corridors. - It will have serious environmental impact on Lake Crescent.

The National Park Experience - Widening and paving the trail will dramatically change the experience of being in a national park. The current trail is an unpaved forest trail that offers a year around opportunity to enjoy the natural beauty of Lake Crescent. One walks on dirt or rock. Ferns, mosses, salal, trilliums, salmonberry and other characteristic rain forest plants are at one's feet and at one's side. The plants and the trail itself have distinctive scents that change with the seasons. In the spring especially, one has to watch one's feet for slugs and salamanders crossing the trail.

The ground is soft and easy on one's feet. That's the hallmark of a forest trail as opposed to an urban park trail. It makes a huge difference in the experience. If nothing else, one tires less quickly on an unpaved trail which is why urban park trails often have a

parallel dirt trail carved by walkers and joggers. You can stop by the trail to rest or for a picnic and sit on some of the rocks or old logs and soak in the beauty of it all. The trail is relatively narrow, so one is immersed in the natural world. You don't have to walk from one side to another to see things. They are all there with you.

Widening the trail to a full twelve feet will totally eliminate the wilderness trail experience along with acres of understory plants.

Purpose of the Trail - The proposed trail is twelve feet wide with nine feet of that paved. That is nearly as wide as the combined foot and bike path on the upper deck Brooklyn Bridge which connects Brooklyn Heights and lower Manhattan and carries a good number of New York City's 2.3 million daily commuters. This is serious overdesign. A three foot wide, unpaved trail is a forest path. A twelve foot wide, paved trail is a transportation corridor. Hikers, joggers, equestrians and even many mountain bikers prefer a softer trail surface. The nine foot wide paved region will be of sole benefit to one new set of users, road bicyclists heading east and west of the park. The mission of a national park is to preserve and present nature, not to facilitate transportation. Leave that to the DOT.

Changing the trail to a transportation corridor is inconsistent with the mission of the park service.

Safety - The Olympic Discovery Trail is a transportation project aimed at bicyclists first, and other users second. Those bicyclists who use the existing trail do so at speeds commensurate with most pedestrians. A paved trail will allow bicyclists to go much faster, and that will make the trail much more dangerous. Consider the stretch of the Olympic Discovery Trail running west of Morse Creek. For years, it was unpaved, but has since been paved. Since then there are many more bicyclists, but many fewer pedestrians and joggers. This is because of the harder surface and the dangers of speeding bicyclists. When walking the Spruce Railroad Trail, one can concentrate on the natural world. Adding high speed bicyclists to the mix will, as it did near Morse Creek, mean more ringing bells, near misses, and accidents.

Replacing a wilderness trail with a high speed bicycle roadway will endanger park users.

Drainage and Environmental Issues - The Spruce Railroad Trail is about four miles long. This means that the county is proposing to pave more than four acres, the size of a large shopping center

parking lot, in a sensitive area of a national park. The county proposes that the new trail will be twelve feet wide, but anyone who has studied road construction knows that its impact pathway will have to be much wider to provide proper bedding and drainage and to provide access for the road building equipment. Further, maintaining such a wide roadway will require regular use of heavy equipment to remove rocks and gravel from the roadway. I know from my own experience securing a building permit that the county requires a fifty foot buffer between any construction, even an underground wire, and a sensitive area like the lake. I didn't argue with the county then. I simply moved the wire. The national park should impose a similar requirement on the county for the same good environmental reasons.

A four mile paved road is not a good idea for a sensitive environmental area. .

Correspondence ID:	91	Project: 29848	Document: 34953
Name:	<div></div>		
Address:	<div></div> Port Angeles, WA 98362 USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,29,2010 00:00:00		
Correspondence Type:	Park Form		
Correspondence:	<p>Why is the trail important to you? It will provide a safe route for bicyclists around Lake Crescent and it will link the existing Olympic Discovery and Adventure Routes with the trail west of Lake Crescent. What should the proposed trail look like? Just like the rest of the Discovery Trail ? 10 ? 14' wide, paved for ADA use & wide enough for multiple users (people, bikes, horses) to pass each other safely (at least 10' wide). What should stay the same? Using the existing grade as much as possible. What should change? Use the tunnels instead of the currently unsafe trails around them. The existing trails are too narrow to safely accommodate anything but pedestrians and mountain bikes. How should the trail be built in the area of the two historic railroad tunnels? Through the tunnels, if possible. If engineers determine the tunnels to be unstable, then cantilevered boardwalks or something similar should be constructed around the tunnels. Where should access to the trail be provided in the park? Fairholme, Camp David Jr., end of Camp David Jr Rd., and east end (Lyre River). Any ideas on how to avoid or minimize impacts</p>		

associated with the proposed trail development? Since the railroad grade is already in place, very little new impact should occur. PAHs leached from new paving can be controlled with soil swales or fungal remediation, so impact to Lake Crescent should be minimal. Other ideas/Comments? I think this trail will be a wonderful addition to the front-country trail system! An ADA accessible trail will allow access that ONP is lacking. I also think it's fantastic that the park & county have this opportunity to work together, since the county can get the funding and the park has the resource. This is an unusual synergy that the park should really be tooting it's horn about? I bet these opportunities to work so positively with the community for such a fantastic outcome are rare!

Correspondence ID:	92	Project:	29848	Document:	34953
Name:	[REDACTED]				
Address:	Mike's Bikes [REDACTED] Sequim, WA 98382 USA				
Email:	-				
Outside Organization:	Business				
Received:	Jul,20,2010 00:00:00				
Correspondence Type:	Letter				
Correspondence:	<p>Dear Ms. Gustin: This letter is written to express my concern regarding the recent objections voiced on the Spruce Railroad Restoration Project. I would like to support the current project that Olympic National Park has partnered with Clallam County and the Peninsula Trails Coalition to complete. It will provide a safe alternative route around Lake Crescent. Not only will this project improve access for all trail users, including wheelchairs, it will remove the last major impediment for bicyclists to navigate around Lake Crescent safely. Living on the Olympic Peninsula we are blessed with hundreds of miles of epic mountain bike trails at our fingertips. As an avid mountain biker and business owner, I understand the importance of these trails. However, with the classic single track, cross country and down hill trails already available I believe it is vitally important to make the Spruce Railroad trail open to all trail users, not just mountain bikers. It needs to be ADA accessible. If the trail is not paved it would not provide an alternative to the narrow, congested U.S. Highway 101. The partnership between Clallam County, the Peninsula Trails Coalition, and Olympic National Park deserves to be commended. It is not often you find this collaboration of support for a single project. Thank you for your continued support for bicyclists.</p>				

Correspondence ID: 93 **Project:** 29848 **Document:** 34953

Name: [REDACTED]

Address: [REDACTED] Sequim, WA 98382
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,28,2010 00:00:00

Correspondence Type: Letter

Correspondence: I have hiked in the Olympics for over 25 years but now find myself in a wheelchair. I have a grandson who has MS and cannot walk trails that are not paved. I appreciate the trails that are paved so my friends can wheel me in the wonderful world of the park.

However I feel strongly that there should be trails that are more natural and unpaved and particularly the Spruce Railroad Trail. Please do not pave that trail. It is one of the loveliest day hike spots in the park and should be left as it is.

Correspondence ID: 94 **Project:** 29848 **Document:** 34953

Name: [REDACTED]

Address: [REDACTED] Sequim, WA 98382
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Jul,29,2010 00:00:00

Correspondence Type: Letter

Correspondence: Dear Sirs: As an avid bicycle rider I urge you to give positive consideration and approval to the plans for both a paved bicycle trail along the Spruce R.R. grade on the north side of Lake Crescent, and also an underpass, under U.S. Highway 101, for bicycles and walkers to access the road to Soleduck Hot Springs. This will not only enhance the enjoyment of being able to ride a bicycle from Port Townsend to LaPush, but it would be a great attraction for visitors from everywhere to enjoy our wonderful scenery, including all areas of Olympic National Park. It would also help to benefit the local economy. Please give approval to these two projects. Thank you.

Correspondence ID: 95 **Project:** 29848 **Document:** 34953

ID:
Name:
Address: [REDACTED] Port Angeles, WA 98363
USA

Email: -
Outside Unaffiliated Individual

Organization:

Received: Jul,29,2010 00:00:00

Correspondence Letter

Type:

Correspondence: Sorry about not using the website but we have no access. Our opinion is that ONP should abide by their original plan of continuing the ODT through the Spruce Railroad as it is across the rest of the county. We are horse riders and hikers and, as much as we hate to see pavement on any of the ODT, we realize it is a multi-use trail and we are willing to tolerate it and are grateful for our small 3 to 4 foot section. We would also like to see the tunnels opened in order to provide a safe access around that tight corner. We have no problems taking our horses through them. This project should be considered a major safety project in getting bicycles of the hi-way. We have biked around the lake in the past and will not do it again! If ONP refuses this project I would consider them liable for any bicycle accidents that may occur on the hi-way in the future. Another safety feature is in allowing emergency vehicles to respond to calls around that section of the lake and the trail (which would be available for the west end should the hi-way ever be closed, as it happens in winters). As far as environmental impact of the pavement (which has been proven minimal to non-existent) ONP should consider what impact the hi-way has had on the lake over the last 50 plus years. Our concerns are adequate parking for horse trailers and placing a speed limit for road bikes. I feel that since ONP is backing out of the original agreed to plan that we should consider going to the senators. They should not be allowed to hold up or stop this project.

Correspondence 96 **Project:** 29848 **Document:** 34953

ID:
Name: [REDACTED]
Address: [REDACTED] Port Angeles, WA 98363
USA

Email: -
Outside Unaffiliated Individual

Organization:

Received: Jul,29,2010 00:00:00

Correspondence Letter

Type:

Correspondence: Per your letter of July 1, 2010 we are writing to express our concern regarding construction of the Olympic Discovery Trail. The heavy traffic of dump trucks and equipment on the Camp David Junior Road has resulted in deterioration of the road. This road provides access to our cabin at 864 Camp David Junior Road. It is our hope that the road will be repaired and maintained as well as the Olympic Discovery Trail is maintained. Thank you for this opportunity to express our concern.

Correspondence ID: 97 **Project:** 29848 **Document:** 34953
Name: [REDACTED]
Address: [REDACTED] Lake Crescent, WA 98363
USA

Email: -
Outside Organization: Unaffiliated Individual
Received: Jul,24,2010 00:00:00
Correspondence Type: Letter

Correspondence: To whom it may concern: I own the [REDACTED]
[REDACTED]. I live here year-round. I stopped walking the trail many years ago after getting bumped off the trail by bicyclists. One time I fell onto gravel. So its my belief that bikes and walkers don't mix well at all. I also know from my experience that bicycles and horses definitely don't mix. I am very much opposed to the idea of paving this trail; for more reasons than I have time to list. New planning aside it's long overdue that an emergency phone be installed at the present trailhead. I've lost count of the number of people who've knocked on my door even at night asking to use my phone. As you know cell phone reception is difficult to obtain out here, even if the people were carrying them. This situation has been very frightening to me many times. Living here has been the dream of my lifetime, but now I have asthma and stress triggers an attack. That's why I'm not looking you in the eye today. Please do not visit me, but feel free to call me at [REDACTED] Sincerely, [REDACTED]

Correspondence ID: 98 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: Peninsula Trails Coalition Unaffiliated Individual
Received: Aug,02,2010 21:26:24

Correspondence Web Form

Type:

Correspondence: I strongly support the extension of the Olympic Discovery Trail along the old Spruce Railroad right-of-way. The safety aspect for road bicyclists using this alternative to Highway 101 is huge and compelling. It is important that the full 12' right-of-way be developed in the manner of the recently completed portion of the trail immediately west of the undeveloped section so that all users, including handicapped persons, can SAFELY share and experience this glorious portion of the Olympic National Park. The two tunnels on this section are historical artifacts that should be reopened as proposed; they will contribute significantly to the user experience of this road-less area of Lake Crescent shoreline. This is a golden opportunity to enhance visitor access and enjoyment of the Olympic National Park.

I also vigorously support the proposed tunnel crossing under Highway 101 at the old Spruce Railroad crossing location. A non-motorized vehicle crossing TUNNEL is the only truly safe way for the users of the Olympic Discovery Trail, including handicap users, to cross this highway in all lighting and weather conditions. The Sol Duc Hot Springs Road intersects at this spot which further adds to the attractiveness of this location. This is the optimum location and method for the Olympic Discovery Trail to cross 101. You are building a portion of what will be a world famous trail through a world class park. Look to the future and make it as safe and user friendly as possible.

Thank you for the opportunity to comment.

Sequim, WA

Correspondence 99 **Project:** 29848 **Document:** 34953

ID:

Name:

Address: - WA
USA

Email:

Outside Unaffiliated Individual

Organization:

Received: Aug,03,2010 11:30:00

Correspondence Web Form

Type:

Correspondence: Thank you for attempting to further this project in a timely fashion. I hike the Spruce Rail Road Trail often, but for health reasons must now ride a trike instead of a bicycle. I would love to start riding at

the Lyre River bridge. I support the Clallam County plan for the trail, including an 8' wide paved trail with a 4' gravel horse trail beside it, and steel lined tunnels for horses, bikes and pedestrians. It is important for handicapped people to have access to a good safe trail, as well as anyone making a non-motorized trip between Port Angeles and the west end. We currently have no such route. An 8' wide paved trail ensures adequate passing space between wheel chairs, trikes, regular bikes, hikers and horses on their path. I would like to see an ADA access point at the Lyre River, the east end of Camp David Rd., and also directly across from Camp David Jr. With a good spur trail at this last point, campers from both Camp David Jr. and the Fairholm Campground a mile down the road would have an easy access route to the trail, and thru travelers would have access to the campground at Fairholm. We also need access at the top of Fairholm Hill. I believe this could best be accomplished by constructing a steel lined underpass of the Hwy 101. Then the main access could be from the little-used parking lot on the Soleduck road located just before the entrance station. With the parking lot and rest room already in place, the cost saving could help pay for the underpass. It is true that a paved trail does not seem much like a wilderness trail, but we are building a transportation route here. That area is not a wilderness anyway, with private residences dotting the shore, motor boats zooming up and down, and the steady roar of the traffic noise from Hwy 101 echoing across the water. There are many miles of beautiful back country trails in the park open to hikers, and horsemen, very little open to 2-wheel bikes, and virtually nothing for trikes and wheel chairs anywhere. A park should not only protect plants and animals but should also serve ALL people, not just a few. It has been almost 40 years since the Spruce Railroad Trail was reopened by Bruce Webster and a crew of teenagers, with the aim of providing a safe transportation route off Hwy 101. We are still waiting! Please, let's get this project finished in a way that will accommodate diverse needs of all people, and eliminate the bicycle bottleneck at Lake Crescent. The trail will attract visitors from all across the U.S. and will make a fine addition to the park! Thank you.

Correspondence ID:	100	Project: 29848	Document: 34953
Name:	-		
Address:	- WA USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Aug,03,2010 14:54:43		

Correspondence Web Form

Type:

Correspondence: A note in support of paving the Spruce Railroad trail.

I walked the trail yesterday and then onward to the west along the road to the Pyramid Peak trailhead where we returned eastward by the terrific new paved path which then connects to the SRRT.

While I am an avid hiker and am not typically in support of paved trails, there are so many other paths in the park where hikers can go. The SRRT is level and so lovely... it seems unfair to deny people with diminished walking capacity the ability to access this area around Lake Crescent. A paved path will not detract from the loveliness of the scenery at all.

I am also a road biker and have travelled around Lake Crescent on Highway 101. In the winter it is daunting. In the summer, with the addition of tourist traffic, it is downright terrifying. A paved path on the north side would allow safe access around the lake.

Thank you for your consideration.

Correspondence 101 **Project:** 29848 **Document:** 34953

ID:

Name:

Address: -
- WA
USA

Email:

Outside -
Unaffiliated Individual

Organization:

Received: Aug,03,2010 15:30:16

Correspondence Web Form

Type:

Correspondence: I am delighted that that the Olympic Discovery Trail will be developed. This project makes traveling to the peninsula to bike with my family an attractive trip option. I definitely feel we would visit for a multi-day trip should the trail be completed.

I am a believer of on-road bike facilities, and I don't think that trails are a perfect substitute. However, they offer a great option for kids, older folks or those who don't feel comfortable riding with traffic.

Thank you for helping make Washington a great place to bicycle.

Correspondence 102 **Project:** 29848 **Document:** 34953

ID:

Name: -
Address: - WA
USA
Email: -
Outside Organization: Peninsula Trails Coal- Unaffiliated Individual
Received: Aug,03,2010 17:37:51
Correspondence Type: Web Form
Correspondence: I first heard of the Spruce Railroad Grade at a meeting of the Olympic Conservation Council around 1963. The guest speaker at this meeting was a former Superintendent of ONP. About 10 years later Bruce Webster headed up a work party of high school students to clear this Grade. With help from the Park the Grade became usable for both hikers and mountain bikers, but not for road bikes. As discussions continued it became clear that the Spruce RR Grade was the only viable route for road bikes around Lake Crescent. Over a period of years meetings were held, agreements were reached, planning was completed, grants were obtained, and enabling documents were signed so that the tunnels could be reopened and a paved trail that met national standards could be completed. (The Park was happy because the County was picking up most of the tab.) So why the Park is now revisiting this project is a total mystery to me. This project needs to proceed because: 1)Planning between the Park and the County is already complete. 2)The Spruce Railroad Grade is the only viable Lake Crescent route for safe road bike travel. 3)The Park should find more ways to go "green" and develop a plan for replacing at least some automobile traffic with bicycle traffic. 4)The Spruce Railroad Grade is historic and when more folks have access to it they will be able to relive history. 5)The completed project will be wheel chair accessible. I am now 77 years old and still bicycle. I biked around Lake Quinault in June. I'd like to be able to bike to Sol Duc from my home when I'm 80. The Park needs to stop sitting on its hand so that this project CAN BE COMPLETED! We've all waited long enough!

Correspondence ID: 103 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: -
Outside Organization: WTA Unaffiliated Individual
Received: Aug,03,2010 22:45:38

Correspondence Type: Web Form

Correspondence: I firmly believe that completing the Spruce Railroad Trail in accordance with the Clallam County preferred option plan is a wonderful idea. The combination of an 8-foot paved path with a 4-foot soft surface path alongside will make a trail that many, many kinds of users will find is eminently suited to their needs. It will be a facility that people will use and think "Boy! What a brilliant idea!"

If at all possible, please proceed with the project.

Correspondence ID: 104 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Pacific Northwest Trail Association Unaffiliated Individual

Received: Aug,04,2010 12:45:23

Correspondence Type: Web Form

Correspondence: The Pacific Northwest Trail Association (PNTA) has long supported the concept of the Olympic Discovery Trail (ODT). Not only does it provide a "transportation corridor" for bicyclists and other non-motorized users, across the Olympic Peninsula, it provides a much needed safety net in getting non-motorized users off US Highway 101.

1) Completing the ODT through the park does not affect me in any way, however it provides the users with another view of the park they otherwise would not have.

2) The history of the railgrade, creating something useful from the abandoned railgrade, and allowing people (such as handi-capped persons) to experience otherwise unattainable locations in the park would be very beneficial.

As long as the trail is reconditioned and constructed in the manner that it will be under park service compliance, I don't see any detrimental effects on the environment. If anything, the environment will benefit from a properly constructed and maintained trail.

3) I don't know of anything, within the park, that would be affected

by the proposed development and expansion of the ODT.

4) The main thing the park needs to consider is that the ODT is a "transportation corridor". Since the trail is being built on the Spruce Rail Grade, it needs to be done to accommodate ADA accessible guidelines, baby strollers, hikers, non-motorized bikers, and if possible equestrian use. This will enable the greatest number of users to get out and enjoy what the park has to offer.

5) I think the approach that the ONP and Clallam County are taking in the construction of the ODT are the proper approaches needed.

As for the Pacific Northwest Trail Association (PNTA), we have always considered the ODT as a future return route from the Pacific Coast to Port Angeles or Port Townsend for our through hikers, hiking the Pacific Northwest National Scenic Trail. The ODT will also be the perfect hike for those persons wanting to hike across the Olympic Peninsula during the 6-8 months that they can't access the back country.

The PNTA shares a portion of the ODT in Jefferson County and could conceivably share a portion of the ODT in western Clallam County, once the ODT is complete.

Correspondence ID:	105	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Aug,04,2010 18:39:49				
Correspondence Type:	Web Form				
Correspondence:	I support Clalam County's preferred alternative to improve/restore the Spruce Railroad Trail as a paved multi-use trail open to cyclists and foot traffic. Accommodate equestrian's weher feasible. Provide a desirable paved width of ten feet (minimum of 8 ft in restricted/constrained locations). This improved trail will be an important link in the ultimate extension of the Mountains-to-Sound Trail presently running from Eastern Washington to Puget Sound via the Interstate 90 corridor) onward to the Olympic Peninsula and ultimately further westward to Washington's Pacific coast -- a facility of local, regional and national interest.				

Correspondence ID: 106 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Aug,04,2010 21:05:41
Correspondence Type: Web Form

Correspondence: I support Clallam County's plan to restore the Spruce Railroad trail as a multi use trail. This trail needs to be paved at least 8 feet wide to provide safe access to bikes and wheelchair users. I would also like to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID: 107 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: -
Outside Organization: Seattle International Randonneurs Unaffiliated Individual

Received: Aug,04,2010 21:21:37
Correspondence Type: Web Form

Correspondence: I am an experienced road bicyclist, logging over 10,000 miles annually and have previously ridden the Lake Crescent stretch of US-101 (in addition to almost all of Oregon & Washington US-101). I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID: 108 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]

Outside Organization: Unaffiliated Individual
Received: Aug,04,2010 21:22:02
Correspondence Type: Web Form
Correspondence: When I saw this project, I was so pleased because as a bicycle fans and "Twilight" fan, I dream go to Forks, WA from Seattle just by bike!

I hope there can be some huts for cyclists to rest on the way of sightseeing. Like restrooms, emergency telephone.

I would like the road of trail is cement road. It is smooth, good for most bikes.

I believe since the project done, there must be more and more tourist can be attracted, which will stimulate the consumption in the cities on the way (like Fork)

That is all what I can offer. Hopes it can be useful. I am sincerely looking forward the day when the project done.

A fan of cycling.

Correspondence ID: 109 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: -
Outside Organization: Unaffiliated Individual

Received: Aug,04,2010 21:39:49
Correspondence Type: Web Form

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence ID: 110 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA
Email: [REDACTED]
Outside Unaffiliated Individual
Organization:
Received: Aug,04,2010 21:44:43
Correspondence Web Form
Type:
Correspondence: I live and recreate on the Olympic Peninsula. I am an avid road cyclist--both as a means of transportation and for touring. I have cycled the world over. I would LOVE to be able to safely ride my bike from Sequim to La Push. Because of the crowded narrow, winding, and nearly nil shouldered roadway, I will never ride US 101 along the south side of Lake Crescent. (SH 112 is not a safe alternative, if WDOT statistics can be believed.) Opening the Spruce RR Trail by paving it will allow me to reach the coast under my own steam. I can hardly wait!

The Spruce RR Trail is a popular destination--both for locals and tourists. It is, however, currently available to only the able bodied; no wheelchairs, cane or walker users need apply. You have a wonderful opportunity to increase your ADA accessible trails within ONP six-fold.

I have read the proposal by Clallam County. Environmentally, so many negatives for Lake Crescent and fish will be cleared up by removing the crumbling banks, the dusty surface, and portions of the trail that currently drain directly into the lake. To me, this seems a special bonus.

Because the County proposes to include a four foot wide dirt trail alongside the newly paved one, all current features are preserved--not to mention the preservation/restoration of those two fantastic tunnels. Those wishing to mountain bike or ride horses will not only have the same opportunity, but the surface will be greatly improved for both.

In conclusion, I believe the County's proposal is good for ALL users (including benefiting the west end businesses by receiving increased through-cyclists' business).

Please look favorably on this project in its entirety. We are eager to share this trail with EVERYONE!

Thank you.

Correspondence ID: 111 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Aug,04,2010 22:38:30

Correspondence Type: Web Form

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as full multi-user capable trail.

I am a road biker, and I would love to be able to someday, safely ride from one side of the Olympic peninsula on the Discovery Trail, to the otherside.

Thanks for your consideration of this exciting project.

MSM

Correspondence ID: 112 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Aug,04,2010 23:57:39

Correspondence Type: Web Form

Correspondence: As an active cyclist, I support Clallam County's initiative to restore the Spruce Railroad trail as a multi-use trail, with 8 feet of pavement (to accommodate road bikes and wheelchairs) and the remaining unpaved (to accommodate equestrians and others). Tunnels on the trail should be re-opened; this will make biking Lake Crescent MUCH safer and more enjoyable, and will make possible marvelous excursions for wheelchair-bound persons. Tunnel reopening will also provide an opportunity to highlight the historical significance of this route.

Correspondence ID: 113 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA
Email: -
Outside Unaffiliated Individual
Organization:
Received: Aug,05,2010 00:13:36
Correspondence Web Form
Type:
Correspondence: I would like to take a minute to support the expansion of the Olympic Discovery Trail. The trail is a key link for non-motorized travel which currently has no other option but to use Hwy 101 so there is the safety aspect. The trail would also make the park accessible to people with minimal impact since the footprint of a bike trail far less than what is required for two lanes of automobile traffic not to mention it is more in line with what parks represent - a quiet place to commune with nature and get away from the noise of the urban areas.

Thank You Paul

Correspondence 114 **Project:** 29848 **Document:** 34953

ID:
Name: -
Address: - WA
USA
Email:
Outside Unaffiliated Individual
Organization:
Received: Aug,05,2010 07:11:49
Correspondence Web Form
Type:
Correspondence: We'd love to see an extension of the trail! We would be more likely to make a trip from Seattle if there were an extended trail. Thanks for all of the work you're putting into this.

Correspondence 115 **Project:** 29848 **Document:** 34953

ID:
Name: -
Address: - WA
USA
Email:
Outside Unaffiliated Individual
Organization:
Received: Aug,05,2010 07:15:12
Correspondence Web Form

Type:

Correspondence: Please complete the Olympic Discovery Trail. Building the "missing" segment where cyclists must now ride on the shoulder of Highway 101 will increase use of the trail and improve safety for trail users.

Correspondence ID: 116 **Project:** 29848 **Document:** 34953

Name:

Address: -
- WA
USA

Email:

Outside Organization: Unaffiliated Individual

Received:

Aug,05,2010 08:20:52

Correspondence Type: Web Form

Correspondence: I am in favor of expanding the Olympic Discovery Trail. The trail will allow bicyclists to travel a larger segment of the Olympic Peninsula while separated from motor vehicle traffic. This would be a safety improvement benefiting cyclists and motorists.

Correspondence ID: 117 **Project:** 29848 **Document:** 34953

Name:

Address: -
- WA
USA

Email:

Outside Organization: C.B.C. Unaffiliated Individual

Received:

Aug,05,2010 08:44:06

Correspondence Type: Web Form

Correspondence: First, please know that I am very grateful for this opportunity to share my comments.

I vowed to only ride my touring bicycle to Mount Rainier National Park after seeing the new 'SHARE THE ROAD' signs there. I have ridden twice from my West Seattle Home since September. It was immensely wonderful to learn that the rail trail system allowed for almost a complete car-free ride there. The rail trail system has encouraged me to learn more about how I can travel without making my contribution to 'oil dispersion'.

If the N.P.S. were to expand the Olympic Discovery Trail system, this would be just the thing to invite myself and those who know

that we CAN visit the Park with a much reduced threat posed by the car/truck. I've toured in Switzerland, where the car is 'second', if not lower in the totem pole. Obesity is far less prevalent there too. Switzerland offers an excellent model to emulate with only a few modifications that allow for the great distances we have here in the States. The old rail routes offer a tremendous opportunity for a multi-use car-free, none-polluting, health promoting means of travel.

Please do give a genuine effort to this big decision to expand The Olympic Discovery Trail. It is my hope that many others, who refrain from bicycle travel due to the threat of the car and opt to drive instead, will join those of us committed to a healthy/clean means of travel.

Less car parking spots, pollution, road kills, oil drips, noise, congestion, unhealthy commuting, etc...

Kind regards, [REDACTED] West Seattle

Correspondence ID:	118	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Aug,05,2010 08:57:04				
Correspondence Type:	Web Form				
Correspondence:	I am happy to hear that the completion of this trail is a possibility. I think it is in the NPS mission to provide a way for cyclists to enjoy the solitude and natural beauty of ONP without fearing for their lives because of motorhomes, logging trucks and speeding drivers. I think it would be a huge attraction for cyclists to enjoy the park in a new way. Thank you.				

Correspondence ID:	119	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				

Received: Aug,05,2010 08:59:24

Correspondence Web Form

Type:

Correspondence: I have ridden my bicycle on 101 around Lake Crescent. It is one of the most beautiful lakes in the world. The roadway is very narrow and busy. I chose Sunday morning very early in order to do the ride without being run over. I was still in the way of the very sparse traffic. I pity the poor tourist who inadvertently rides that highway during a busy part of the day. The spruce railroad trail improvement would allow a much safer and similarly beautiful ride. The improvement on the west end is beautiful. Thankyou!

Correspondence 120 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email: [REDACTED]

Outside Unaffiliated Individual

Organization:

Received: Aug,05,2010 09:13:47

Correspondence Web Form

Type:

Correspondence: I strongly support Clallam County's preferred option to restore the Spruce Railroad Trail as a full multi-user capable trail. It is vital that this trail have a paved surface that is at least eight feet wide in addition to retaining part of the overall width as an unpaved surface. This hard surfacing will make the trail usable for road bicyclists and wheelchair users. I also want to see the tunnels reopened. This project will make bicycling the Lake Crescent corridor much safer.

Correspondence 121 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email: -

Outside Cascade Bicycle Club Unaffiliated Individual

Organization:

Received: Aug,05,2010 10:13:28

Correspondence Web Form

Type:

Correspondence: I support Clallam County's preferred proposal for improvements to the Spruce Railroad Trail, including the tunnel work to make the trail accessible to more user groups. Road bicyclists in particular

would benefit from a safer alternative to the 101 route around Crescent Lake.

I work in a bike shop in Seattle and have heard many stories of harrowing transits of 101 along the lake, in both directions.

I am also a mountain biker and I see no conflict between the road bike users, equestrians and mountain bikers by opening the tunnels and maintaining the trails outside the tunnels for bikes and riders who want the challenge. Paving will definitely be a better surface for hand cyclists.

Thank you for listening!

[REDACTED] Seattle, WA.

ONP backpacker, climber, skier and ONF mountainbiker for 40 years!

Correspondence ID:	122	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	qUADRA eNGINEERING, iNC Unaffiliated Individual				
Received:	Aug,05,2010 11:31:19				
Correspondence Type:	Web Form				
Correspondence:	1) I am a dedicated bicyclist, both road and off road. I have ridden this trail and the Mount Mueller Trail numerous times over the past 10 years. I believe that trail improvements as proposed by Clallam County would benefit not only other bicyclists but pedestrians, horse riders and most importantly handicapped persons. 2) Completion of the ODT will open western Clallam county to Adventuring Cycling and other organized bike touring companies. This will have a direct economic benefit for all communities on the Olympic Peninsula. I believe that the environmental impacts from this proposal would be beneficial to the Park due drainage improvements, erosion control and the elimination of vehicle / bicycle conflicts on SR 101 along Lake Crescent. 3) If this trail is not built as planned, much of the existing trail work, both east and west, would be diminished. 4) The Park should support and help fund this work, including a tunnel crossing SR 101 at the Fairholm Hill. 5) I see no viable alternative to the trail route proposed.				

Correspondence ID: 123 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Cascade Bicycle Club Unaffiliated Individual

Received: Aug,05,2010 12:40:53

Correspondence Type: Web Form

Correspondence: I am writing to support the completion of the Olympic Discovery Trail. This past Tuesday, August 3, I had the opportunity to drive along the stretch of the 101 where bikers now must ride to get through the Lake Crescent area. It is stunningly beautiful! However, it is very narrow and twisty, and I can see as a cyclist how nerve wracking it would be to cycle along Lake Crescent. I don't know how much beauty I would be able to take in - I would be concentrating very hard on avoiding traffic.

My family are avid cyclists. We have completed and thoroughly enjoyed a number of local cycling events and many training rides, including the Seattle to Portland ride, the Livestrong ride and the Chilly Hilly. We are raising our young sons (ages 9 and 7) to appreciate nature and physical activity; my husband is a board member at the Olympic Park Institute and with Sound Experience. We support and enjoy our beautiful environment and go out to enjoy it as often as health and work and school schedules allow. We are very excited about the Olympic Discovery Trail and think it would be a great way to access and enjoy Olympic National Park. We will most certainly ride it and promote it if it is finished, and when our boys are ready!

Thank you for your consideration.

Sincerely, [REDACTED] Seattle, WA

Correspondence ID: 124 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Aug,05,2010 14:09:14
Correspondence Type: Web Form
Correspondence: Hwy 101 is extremely dangerous for Bike riders. I support the proposed plan to build a paved multi-use trail. Having a trail of this magnitude would make Washington State a destination spot for cyclists- increasing revenue in the process.

I would also support the re-opening of the tunnels along the Iron Horse Trail.

Correspondence ID: 125 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: [REDACTED]
Outside Organization: Unaffiliated Individual

Received: Aug,05,2010 18:13:59
Correspondence Type: Web Form

Correspondence: I support expansion of the olympic discovery trail, and the construction of other multi-use trails in the area. The spruce railroad trail should be improved for bike and wheelchair use and the tunnels re-opened. WE need to encourage non-motorized transport in and around our parks. Thanks

Correspondence ID: 126 **Project:** 29848 **Document:** 34953

Name: -
Address: - WA
USA

Email: -
Outside Organization: Back Country Horsemen Unaffiliated Individual

Received: Aug,05,2010 19:03:36
Correspondence Type: Web Form

Correspondence: I believe that the county's proposal of twelve feet wide with 8 feet of paving and four feet of gravel is the best and safer way to redo the trail. It would match the new part on the west end and also meet the needs of more people. Any other design would be insufficient.

Regards, [REDACTED]

Correspondence ID: 127 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Unaffiliated Individual

Received: Aug,05,2010 21:16:48

Correspondence Type: Web Form

Correspondence: We have ridden the Olympic Discovery Trail several times (from Port Townsend to Port Angeles) and love the existing trail. However, when we came to Port Angeles we were forced to stop riding due to the dangerous situation on Hwy 101 at Lake Crescent (narrow road, no shoulders, heavy traffic). We support Clallam County's Spruce Railroad Tunnel and Trail Restoration project and look forward to using the trail when it is completed in the future.

The proposed wide use trail and restoration of the tunnels is to be encouraged.



Correspondence ID: 128 **Project:** 29848 **Document:** 34953

Name: -

Address: - WA
USA

Email: -

Outside Organization: Buckhorn Range Chapter, Back Country Horsemen of Washington

Received: Aug,06,2010 01:27:15

Correspondence Type: Web Form

Correspondence: OLYMPIC DISCOVERY TRAIL (PHASE 2)? ONP EA SCOPING August 5, 2010 The Buckhorn Range Chapter of the Back Country Horsemen of Washington represents equestrian volunteers on the east side of the Olympic Peninsula who partner with public agencies concerning the development and maintenance of recreational trail and campground facilities on our public lands. Along with our western sister group, Peninsula Chapter, we are active in the promotion, construction, and maintenance of the Olympic Discovery Trail of which the Spruce Railroad Trail is an essential component. Both BCHW chapters are involved in the

umbrella coalitions focused on this trail. These are the Peninsula Trails Coalition and the Jefferson Trails Coalition. The Olympic Discovery Trail is a non-motorized corridor under development that crosses both Jefferson and Clallam Counties. Equestrians along with hikers and bicyclists are a principle user group on this trail. Starting at the Port of Port Townsend, this trail is designed to accommodate equestrian traffic with a non-paved surface in proximity to, adjacent to, or part of the wider foot and bike traffic trail. In Clallam County, much of the principle trail surface is paved with the "horse trail" being separate.

Our principle comment is that all Alternatives in the Environmental Assessment should provide for equestrian use. This means that we want a durable non-paved surface for the purpose of stock travel. The "horse trail" needs to be environmentally sustainable and not subject to major slides or sloughing.

There are two tunnels on the Spruce Railroad Trail under consideration for reopening. Horses are cautious about tunnels, and while they may enter them, they will tend to stay to the center. This could be a problem if the center of the tunnels is paved. Pavement can be difficult for shod horses due to a tendency to skate on the surface. While a short tunnel may not be a problem, the longer tunnel could create safety issues, particularly with echoing, multiple users, and nervous horses. Ideally any bypass path around the tunnels should be usable by stock users even if somewhat uneven and challenging, serving as a suitable contingency.

Crossing US101 could also be reasonably challenging for stock users. A short high tunnel again would probably be usable and safe enough even if paved and would still be safer than crossing a major paved highway. Ideally the crossing would occur with the least length (two lanes) and with good sight distance from both directions. We also would support an option to extend the trail up to the Mt Muller Trailhead before crossing the highway.

We support a parking area in the Fairholm vicinity which will accommodate a small number of horse trailers along with hitching rails. We want to thank the staff of Olympic National Park for allowing us to comment on this project scoping and ask that they continue to support both the Olympic Discovery Trail and equestrian use on said trail while this planning effort moves forward.

Sincerely, Jeff Chapman, Director, Buckhorn Range Chapter

BCHW

Correspondence ID: 129 **Project:** 29848 **Document:** 34953
Name: -
Address: - WA
USA
Email: [REDACTED]
Outside Organization: Unaffiliated Individual
Received: Aug,06,2010 10:18:30
Correspondence Type: Web Form
Correspondence: Re: Olympic Discovery Trail in Olympic National Park (I.D. 34953)

Dear Superintendent Gustin,

We are writing you to add our names to the overwhelming list of supporters for development of a link of the Olympic Discovery Trail (ODT) as a non-motorized transportation corridor from the head of the Lyre River to the Sol Duc Valley via the old Spruce RR through Olympic National Park (ONP).

As a safe alternative to busy U.S. Hwy. 101 on the south side of Lake Crescent, this clean, green project needs to be primarily considered a "non-motorized transportation corridor". All other ancillary non-motorized uses can be successfully accommodated secondarily such as recreation, fitness, ADA accessibility, etc. This project fits squarely within President Obama's Executive Order 13514 signed last October directing all federal agencies to "increase energy efficiency: measure, report, and reduce their greenhouse gas emissions from direct and indirect activities", etc. By designing this project as a year-round non-motorized transportation corridor, ONP will indirectly, and ever-increasingly reduce its' petroleum foot-print on the North Olympic Peninsula. We caution ONP to not underestimate the volume of off-season or winter traffic this transportation facility will host, particularly during our shoulder seasons. If similar facilities in the Northwest are any indicator, it will take a minimum of 5 years after final completion out the Sol Duc Valley for public consciousness to take advantage of this non-motorized opportunity if designed correctly.

The design work preceding construction of this link of the ODT must include approval and funding for a tunnel on the ODT (10' tall culvert to accommodate everyone from mounted equestrians and bicyclists to wheelchairs) to be installed under the existing 5 lanes

of traffic on Hwy. 101 (60 mph) on the Spruce RR grade at the summit of Fairholm Hill intersecting with the Sol Duc Hot Springs Road, 1 1/2 miles west of Lake Crescent. As Clallam County Commissioner Mike Doherty has observed, "[t]he only feasible, safe solution to crossing US 101 at the old railroad crossing point is to construct a tunnel through the US 101-highway fill". Letters of endorsement for this tunnel crossing by Olympic National Park, Olympic National Forest, and the Washington State Department of Natural Resources are currently on file at ONP. The Peninsula Trails Coalition (450 members) endorses this safe, user-friendly crossing alternative to Clallam County's currently preferred alternative (inclusive of an at-grade crossing of 3 lanes of busy US Hwy. 101 (60 mph), and approaches to that crossing with excessive ADA-unfriendly elevation gain/loss).

Approved design work must include reopening the 2 tunnels on the north shore of Lake Crescent with height/width clearance to accommodate heavy equipment for both initial construction and future maintenance needs arising from facility exposure to climatic, earthquake, and wildfire events. This 5.4 mile section of the ODT from the east end of the North Shore Rd. to the Lyre River bridge crossing needs to be paved to a minimum of 12' of width in asphalt adjoined by 4' of crushed gravel suitable for horses, joggers, etc. This 12' of pavement on the actual, original 20'+ grade width (not the 12' overall grade surface width as recently claimed by ONP/Clallam County officials) allows for two certain eventualities: A.) One-way extreme-emergency motorized traffic in the occasional event (earthquakes, wildfires) when Hwy.101 gets shut down on the south shore of Lake Crescent, and B.) "If you build it, they will come"?in droves, from all over the planet to enjoy this world-class recreational opportunity. With that kind of use in mind, pavement width has proven to be a critical safety factor (wheelchairs, kids on training wheels, and elders with walkers mixing it up with road bikes, roller blades and horses from Memorial Day to Labor Day and beyond) in similar facilities already in service around the Northwest. National Park Service (NPS) liability for approval of an under-designed facility (read: 8' or less pavement width) directly shown to cause safety short-comings in an attempt to minimize environmental impacts must be eliminated by accurate public use projections by responsible engineering, not by skewed projections meant to fit a preconceived environmentally-friendly outcome on previously/historically impacted ground exclusive of wilderness designation.

The "Route/Design TBD" area near the Lyre River outlet to Lake Crescent as shown on your Press Release map needs special

consideration. The Spruce RR Trail (ODT) needs to be relocated and kept on the Spruce RR grade for accessibility by all non-motorized user groups. ONP needs to enter into negotiations with private owners of this section of the RR grade to provide a publicly-owned right of way for the exclusive use of non-motorized traffic; sole exceptions being initial construction, future maintenance, and previously-mentioned extreme-emergency use. Maximum consideration must be applied when assessing the future value of this route change from its present configuration to the many multiples of thousands of projected visitors directly benefiting such realignment. Those affected inholders must be given the full spectrum of attractive incentives and flexibility available to NPS, including property swaps, paved access (including future maintenance) to their properties from the Lyre River Bridge, visual screening and security fencing (including future maintenance) if and as specified by these inholders, etc. The Lyre River/Spruce RR Trail parking lot needs to be closely monitored for volume adequacy, with expansion and funding provisions in place prior to exclusive jurisdiction acceptance by ONP from Clallam County. The ODT route north from the Spruce RR Trail parking lot to the Lyre River crossing should remain on the originally-impacted railroad grade, bridging the Lyre River on an at-grade non-motorized bridge at the original crossing site as previously considered by ONP staff. Clallam County's current preferred alternative across the existing concrete bridge at the head of the Lyre River entails unnecessary/excessive elevation gain/loss for a non-motorized transportation corridor.

Through the present political chain enabling funding of the ODT (Clallam County Commissioner Mike Doherty, US Representative Norm Dicks, and US Senator Patty Murray - Chair of the Senate Transportation Appropriations Committee), ONP's base budget needs to be boosted to prevent the ODT's service life through ONP from becoming an unfunded mandate. Base funding must be secured for capitol and annual maintenance costs (purchase of a sweeper, personnel services, high-quality pavement patching, 2-year fog seal applications, 10-15 year repavement cycles, etc.) for all mileage of the ODT through ONP (approximately 14 miles all very susceptible to rock falls, old growth timber blow-down through routine winter storms, etc.) rather than expecting ONP to absorb those ever-increasing costs in its' Trails accounts. (Most citizens and bureaucrats alike can't stand unfunded mandates). A higher level of "trail" maintenance must occur on these 14 miles of ODT passing through ONP's old growth canopy than are presently conducted on any of the park's 600 mile trail system. The most recently completed 6.1 mile ONP section from the summit of

Fairholm Hill to the east end of North Shore Road was unusable/unsafe for wheeled travel (except for accomplished mountain bikers) last fall/winter due to heavy canopy litter (sticks and branches), exclusive of timber blow-down and slides. Monthly or individual post-storm sweeping on an as-needed basis will become a minimum requirement on these 14 miles to qualify as a non-motorized transportation corridor.

We wish to thank you for staging and accepting this public input as required by the NEPA process. Complete transparency is of vital import on this project, and you are to be commended for compliance. We feel the public should always be consulted before government decisions affecting their welfare are made. We offer a couple of small suggestions for any future rounds of public input you may choose to solicit: A.) Make sure the Port Angeles Daily News publishes the cut-off date for public input since that is the primary media outlet that the majority of North Olympic Peninsula residents interested in ONP events will use to become informed. If the PDN fails to print a cut-off date for public input (as was the case in this instance on July 7, 2010), please reset the 30 day cut-off date again after PDN publishing to accommodate for that lost input opportunity. B.) If public information forums are scheduled within that particular NEPA project, please consider starting the 30 day cut-off clock after completion of public information forums. In this particular case there were only 13 calendar days left after the info forum in the field out at Lake Crescent. Our basic point would be this: more rather than less public input (and the time allowed to generate it) will usually benefit rather than hinder the establishment of conventional wisdom or general consensus.

Sincerely,

[Redacted Signature]

Correspondence ID:	130	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:	-				
Outside Organization:	Cascade Bike Club Unaffiliated Individual				
Received:	Aug,06,2010 10:24:38				
Correspondence Type:	Web Form				
Correspondence:	As a mountain biker, road cyclist, hiker and lover of the Lake				

Crescent area, I would certainly like the legacy tunnels on the Spruce Railroad trail to be cleared and restored so that the entire east-west route becomes more passable to pedestrians and bicyclists.

However, I'm extremely wary of the proposal to pave the trail with an asphalt surface. I believe doing so will spoil the rustic feel of the north side of Lake Crescent, which currently offers such a wonderful contrast to Hwy 101 running along the south shore.

I would like to suggest installing a packed gravel surface instead of asphalt, similar to the Snoqualmie Valley Trail and the Iron Horse Trail. Both those trails are smooth enough to be negotiable by road cyclists and wheelchairs while retaining a more natural character that is much more in keeping with the natural environs than a fully paved path would be.

Correspondence ID: 131 **Project:** 29848 **Document:** 34953

Name:

-

Address:

- Clallam County
USA

Email:

Outside

Transportation Planner, QTC Unaffiliated Individual

Organization:

Received:

Aug,06,2010 15:25:33

Correspondence

Web Form

Type:

Correspondence:

As a citizen of Clallam County, and as a transportation planner, I fully support Clallam County's proposal to restore the Spruce Railroad Trail and tunnel as a full multi-user trail. This is a vital project that will impact the community. By creating an eight foot wide paved trail that all people including wheel chair users, can access, we create an alternative route around the Olympic Peninsula. In addition, the trail could be used as an emergency access route in the event of a natural disaster. There are very limited ways to travel around Lake Crescent and frequently SR101 gets closed to due to land/rock slides and tree falls. This trail will improve safety for pedestrians as well as cyclists along Lake Crescent. The trail will increase tourism for the region and thus increase employment and improve the economy. The paved trail will increase safety and improve the health and wellbeing of the region and it's users while promoting connectivity which is of high importance to not only the state and federally agencies, but local governments as well.

Correspondence 132 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email:

Outside Unaffiliated Individual

Organization:

Received: Aug,06,2010 15:36:56

Correspondence Web Form

Type:

Correspondence: I would like to see the Olympic Discovery Trail have a paved portion thru the Lake Crescent area for safety and accessibility. We have the conflict of bikes and logging trucks, RVs, etc. on Hwy 101, which doesn't have a good solution. That alone would be a good reason to consider the proposal. But we have a need to provide recreation that is accessible not just to people with disabilities, but people who have very young children and/or elderly who will be able to utilize a more stable trail surface. This is similar to the paving that exists at Paradise in Mt. Rainier National Park. It both minimizes the trail degradation, but makes it more accessible to a wider range of people. I took my mother who lives in southern California and is in her 80's. The firm surface for slow walking, even at a mile high and an uphill, made her willing to take a walk that she will never forget. If we want people to care about our National Parks and protect them, as well as fund them adequately, they must experience them firsthand. As far as the removing of some trees to widen the trail, as a life member of the Sierra Club, I certainly am not thrilled about it. But after reading the presentation by Clallam County, I believe it would be done with the emphasis on minimizing any impact as much as possible. Having ridden and walked many of the rail trail projects around the country, I know that as the awareness and popularity starts to increase, the surrounding small towns and communities start to benefit as well, with the meals and overnight stays in the more remote areas. The Olympic Peninsula could certainly use some help from active tourism, that does more than drive thru.

Correspondence 133 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email: -

Outside Unaffiliated Individual

Organization:

Received: Aug,06,2010 17:44:53

Correspondence Web Form

Type:

Correspondence: I am very much in favor of the Clallam County preferred option for restoring the Spruce Railroad Trail, as a paved, multi user trail at least 8 feet in width, and for reopening the tunnels.

The paving of the trail is in keeping with the National Parks mandate to make the parks accessible, and will not detract from the scenic beauty of the old trail, nor will it harm the environment. It will be a benefit to those who wish to explore this part of the park, while allowing a safer route to non-motorized transportation along Crescent lake.

As oil prices rise, the condition of the planets ecosystems deteriorates, and the health of Americans declines, we need means to access our wonderful park system under our own power, and to explore it at a slower pace. I will ride this trail, and direct visitors and friend to it as well. Vacations close to home by bicycle are becoming more popular every day.

Please make this completed trail become a reality.

Nathan

Correspondence 134 **Project:** 29848 **Document:** 34953

ID:

Name: -

Address: - WA
USA

Email: -

Outside Unaffiliated Individual

Organization:

Received: Aug,06,2010 22:47:31

Correspondence Web Form

Type:

Correspondence: Expansion of the Olympic Discovery Trail within the park would make it possible for my wife and I to ride our tandem bicycle safely through that area. If you have ever tried to ride a bicycle on Hiway 101 in that area, you know what I am talking about when I say you take your life in your hands trying to ride a bicycle on it.

There are many issues to consider, but perhaps the most important one is to remember that unless people can actually connect, use, touch, and see something, they will fail to value it! Walking and riding a bicycle are a couple of the best ways to actually slow down

enough to be able to enjoy and actually see the park! Unless you actually see a park and all that it has, it is difficult to value it and thus to care about it.

Since the trail bed already exists, we are not talking about making a major change to the environment. Any trees that need to be removed (where it is not possible to relocate the trail) would be trees that have grown up since the rail bed was created. Paving the trail does more to preserve the area since it limits the erosion of the trail. If asphalt is considered to much of an environmental issue (it certainly cannot be worse than the rail timbers that were treated for the bed), we could always look to using concrete.

I am, of course, not qualified to comment upon all of the plans that the Park Service might have that could be affected by this trail, but I do believe that it serves the greater good to provide stable access that encourages people to connect with nature, to take the time to actually see what the park contains, and to therefore care about the preservation of the park.

Thank you considering my position on this subject.

Best Regards,

[REDACTED]

Correspondence ID:	135	Project:	29848	Document:	34953
Name:	-				
Address:	- WA USA				
Email:					
Outside Organization:	Unaffiliated Individual				
Received:	Mar,31,2010 00:00:00				
Correspondence Type:	Letter				
Correspondence:	Dear Ms. Gustin: On Sat. March 27, I hiked the Spruce Railroad Trail and discovered that at both ends, two sections of the paved Discovery Trail are in progress. During my hike I met 30 hikers and no bicycles. I surely hope that the Spruce Railroad Trail will not be paved but will continue in its present dirt surface & location. In Jefferson County, our portion of the Discovery (Larry Scott) Trail is fine gravel or dirt & works very well for all users. The Spruce RR Trail is a special trail for all ages & would lose its special qualities if it were ever paved. Sincerely, [REDACTED]				

Correspondence ID: 136 **Project:** 29848 **Document:** 34953

Name:

Address:

[REDACTED]
[REDACTED] Gig Harbor, WA 98332
USA

Email:

-

Outside

Unaffiliated Individual

Organization:

Received:

Aug,04,2010 00:00:00

Correspondence

Letter

Type:

Correspondence:

Dear Superintendent Gustin: I received a letter dated July 1, 2010 regarding an Environmental Assessment (EA) for the extension of the Olympic Discovery Trail section within the Olympic National Park (ONP) west of Lake Crescent. At first I thought I received the letter because I was a property owner in the area. I found out later that was not the case and that anyone who might be a potentially interested part received the same notice. My sister and I, and my aunt and cousins, share 1/4 undivided interest in 51+ acres known as the [REDACTED]. Our interest came from our grandfather, [REDACTED]. We also have the access rights to the property from Highway 101. There is one other 1/4 interest which belongs to [REDACTED] a descendent of [REDACTED]. Another 1/4 interest apparently reverted to Clallam County for non-payment of taxes. I believe that was the [REDACTED] interest. Finally the other 1/4 interest which was [REDACTED] (sp), a granddaughter of [REDACTED] somehow is now owned by the US Government. I reiterate, all of these interests in the property are "Undivided". This private property with mineral rights was an active Manganese mine in the 1920s, 40s and again in the 50s. It has 3 tunnels, crosscuts, and a quarry. In the early days it was completely self-contained, complete with workshops a cook house, bunk cabins, etc. I've been told by the ONP rangers in the area that they have encountered people exploring in that specific area many times in recent years. The extension and development of the Olympic Discovery Trail in this area will expose our property to many more curious hikers than already go there. I have also heard that ONP planned on blocking the tunnels, for safety reasons, sometime this year. I hope this is just a rumor, since none of the property owners have ever had any communications regarding this property from ONP. Since ONP has only a minority undivided interest I think it is necessary to have approvals from the other owners before doing anything that would change the possible value of our property. I attended the ONP Public Workshop in Port Angeles on July 20 and mentioned my

concerns to you, Deputy Superintendent Todd Suess and Terry Tucker. Several people at Clallam County are also aware of the situation with the property. I am still waiting to hear from [REDACTED] [REDACTED] the Northwest Region's Chief of the Division of Lands in your Seattle office. I've been told twice by ONP employees in the last 2 1/2 years that he would contact me. If he knew I wanted to open the mine again, or clear cut timber, I bet he'd call. Don't get me wrong. I favor the trail extension and improvements, but we also value our rights as private property owners. I have spoken with [REDACTED] daughter and POA for [REDACTED] She has read this letter and concurs with its content. Sincerely, [REDACTED]
[REDACTED] Cc: Todd J. Suess, Deputy Superintendent, ONP

Correspondence ID: 137 **Project:** 29848 **Document:** 34953
Name: Board of Supervisors, Clallam County
Address: 223 East 4th Street
Suite 4 Port Angeles, WA 98362
USA
Email: -
Outside Organization: Clallam County County Government
Received: Aug,03,2010 00:00:00
Correspondence Type: Letter
Correspondence: Ms. Karen Gustin Olympic National Park Superintendent 600 East Park Street Port Angeles, WA 98362

RE: Comments Supporting Extension of the Olympic Park Trail through the Park at Lake Crescent and at Sol Duc West of Fairholm Hill

Dear Ms. Gustin:

The Board of Clallam County Commissioners supports of the extension of the Olympic Discovery Trail through the Park at Lake Crescent and at Sol Duc west of Fairholm Hill.

Clallam County has been involved in development of the Olympic Discovery Trail since the early 1990's when this project was identified as a major goal of the community in the development of the Countywide Comprehensive Plans adopted in 1995. That same year the County was awarded its first grant to acquire and construct trail. In the 15 years since the County's first project, we have seen this project grow to a paved length of 36 miles and

become a major engine for economic growth.

Events held on the Olympic Discovery Trail contribute significant revenues to local businesses. Construction projects related to the trail are a source of family wage jobs. Residents of the County use the trail as a commuter corridor and for recreation. The trail has become a major tourist draw in Clallam County for recreation and as a route for touring bicycles. The trail, with very few exceptions, meets the Americans with Disabilities Act of 1990 specifications for surface hardness and grade providing for the needs of our handicapped and aged populations.

The vision for the Olympic Discovery Trail is as a safe, non-motorized, multipurpose, shared use pathway providing for the bi-directional use of multiple user groups simultaneously. The route is envisioned to extend from Port Townsend on Puget Sound to the Pacific Ocean at LaPush with a spur that continues the trail from the Forks area south to the Jefferson County line beside US 101. The intended user groups include hikers, runners, bicyclists (mountain, road, touring), equestrians, the disabled, the aged, the young and the healthy. The trail meets nationwide standards for shared use pathways derived from the American Association of State Highway and Transportation Officials (AASHTO) and the Washington State Department of Transportation (WSDOT). These documents specify the minimum safe and acceptable widths, grades, and surfacing materials for shared use/multipurpose trails.

We support the restoration of the culturally significant Spruce Railroad Trail and its adaptive reuse as a safe, non-motorized, multipurpose, shared use pathway for multiple user groups for hiking, running, bicycling (mountain, road, touring), equestrian, and the full range of uses that can be enjoyed by the disabled. The Board supports reopening the Spruce Railroad tunnels as the prime culturally significant artifact remaining from the historic Spruce Railroad grade. A restoration of this grade to its original width will provide enough room for all the intended user groups to be able to safely pass each other; the existing facility allows only one use at a time in a given location creating multiple user conflicts. The Spruce Railroad grade, a man made facility, is culturally significant and located outside the wilderness area and in a heavily used day use area and needs to be upgraded to provide safety for all of the intended user groups and for minimal user conflicts.

The Board believes that restoration and adaptive reuse of the historically significant Spruce Railroad Grade as a trail in its former

configuration will provide enough width to support all user groups without conflict and can be accomplished while protecting natural resources. We believe that hard surfacing of East Beach Road near the Lyre River Bridge for the trail will correct a major source of sediment flow and prevent it from entering critical trout breeding areas of the river. Hard surfacing along the trail bed will prevent sediment flows down the trail that occur during winter months and carry sediments directly into Lake Crescent. Hard surfacing along the railroad grade trail near the Lake will prevent dust and sediments from blowing and flowing into the Lake. Hard surfacing on 8 feet of the 12-foot wide trail will allow it to be universally accessible throughout the wet portions of the year when a softer surface loses its firmness. Hard surfacing would allow the trail to be maintained free of leaf fall by power sweepers that will be the key to maintaining the trail in a universally accessible condition.

For your consideration, we are attaching information on an alternative hard surface material - Roller Compacted Concrete. It may be possible to utilize material from the Elwha Dam removal project as both ballast and surface material.

The County's current proposal for restoration of the Spruce Railroad Trail at Lake Crescent utilizes the minimum safe standards recognized nationally for a shared use/multipurpose trail. The County's earnest desire is that our proposal becomes the preferred alternative for the project.

We are excited to be working with the Park staff to extend the trail through the Park and has funding available to implement our vision for the trail.

BOARD OF CLALLAM COUNTY COMMISSIONERS Howard V. Doherty, Jr., Chair Stephen P. Tharinger Michael C. Chapman
Enclosure [on file in NPS Planning Office]

Correspondence 138 **Project:** 29848 **Document:** 34953

ID:

Name:

Address:



Port Angeles, WA 98362

USA

Email:

-

Outside

Olympic Peninsula Visitor Bureau Business

Organization:

Received:

Aug,05,2010 00:00:00

Correspondence

Letter

Type:

Correspondence: Dear Superintendent Gustin: We are pleased to respond to the request for public input regarding the Olympic Discovery Trail segment within Olympic National Park around Lake Crescent.

The Olympic Discovery Trail is a wonderful asset for the Olympic Peninsula, and as it is completed, holds great potential for drawing visitors to our region. The segment proposed along the shore of Lake Crescent is especially important as it will be among the more popular sections of the trail. We expect that users will come from across the country and around the globe to experience this wonderful trail.

It is imperative that this section hold to the same standards of grade, surface and width as the already completed sections. By doing so, the ODT 'product' is consistent throughout, inspiring confidence and meeting a consistent expectation for users along its entire length.

Beyond the physical trail attributes, have Olympic National Park participate as a partner with the greater Olympic Peninsula community and ODT partner organizations is essential. With ONP keeping the current trail standards already set, sends a united and clear message that "This is how we do the ODT trail". In addition, the quality of the remaining trail to the Pacific Ocean will likely hold to that same standard as it is completed.

We are all looking forward to restored tunnels and a paved grade accessible to all non-motorized traffic along the north shore of Lake Crescent.

As an organization responsible for inspiring travel and assisting visitors to our region, we thank you for your careful consideration our request.

Sincerely, [REDACTED]

Correspondence ID:	139	Project:	29848	Document:	34953
Name:	[REDACTED]				
Address:	[REDACTED] Port Angeles, WA 98362				
	USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Aug,06,2010 00:00:00				

Correspondence Letter
Type:

Correspondence: Re: Olympic Discovery Trail in Olympic National Park (I.D. 34953)

Dear Superintendent Gustin:

I write this letter in support of the development of the Olympic Discovery Trail along the Spruce Railroad grade on the north side of Lake Crescent as a paved, non-motorized transportation corridor, and in support of a tunnel to carry the Olympic Discovery Trail under Highway 101 at the top of Fairholm Hill.

First, with regard to the development of the Olympic Discovery Trail on the Spruce Railroad grade, such a paved trail will provide the only alternative for road bicyclists to transit the Lake Crescent corridor on the dangerous Highway 101 with its narrow to non-existent shoulders and heavy traffic.

The proposed development of the Olympic Discovery Trail will help rectify the severe shortage of all-weather ADA accessible trails in Olympic National Park by adding 10 miles of new ADA-accessible trail.

Over six miles of this project has already been completed, which provides all non-motorized users with an eight foot wide paved surface, with an adjacent four foot wide unpaved natural treat for equestrians and runners. The proposed development will complete the much-needed, non-motorized ADA-accessible transportation corridor through the Park.

Some of the other reasons that I support the development of the Olympic Discovery Trail in the Park include these: the culturally significant historic railroad grade will be restored to its original dimensions; the historic tunnels on the railroad grade will be restored for trail use; and the trail surface will be much improved over what exists now.

I strongly urge that the proposed development of the Olympic Discovery Trail in the Olympic National Park be approved.

Next, I urge the approval of a tunnel crossing of the Olympic Discovery Trail under Highway 101 at the crest of Fairholm Hill. That is the point where the newly constructed 6.4 mile long portion of the Olympic Discovery Trail terminates at its western end. The current proposed westward extension of the trail from that point is an inappropriate, narrow trail with unnecessary elevation changes

that will not accommodate all non-motorized users; it is not ADA-accessible; and it includes a proposed at-grade crossing of Highway 101 at a place having limited sight distances. Instead, the trail should continue from the western terminus of the newly constructed trail, cross under Highway 101 through a tunnel and continue westward on the old rail grade.

A tunnel crossing by the Olympic Discovery Trail under Highway 101 will provide a safe crossing of multiple lanes of high-speed automobile and truck traffic. Clallam County Commissioner Doherty has recognized that, "[t]he only feasible, safe solution to crossing US 101 at the old railroad crossing point is to construct a tunnel through the US 101-highway fill".

Agencies interested in the safe routing of the Olympic Discovery Trail support placement of the trail through a tunnel under Highway 101. Attached are copies of letters containing expressions of such support from the Washington State Department of Natural Resources and from the United States Forest Service. Also enclosed is a copy of your letter to March 17, 2009, concerning the proposed tunnel. Please not your offer for the Park to host the Olympic Discovery Trail across Park property (basically paralleling the Sol Duc Hot Springs Road past the Park entrance station over previously logged ground) to circumvent obstructing private property before regaining the rail grade approximately one-half mile from Highway 101. That circumventing route would certainly be preferable to the presently proposed route west of the top of Fairholm Hill, but should only be used if access through the obstructing private property cannot be obtained.

I believe that a tunnel crossing of Highway 101 by the Olympic Discovery Trail at the top of Fairholm Hill is the only feasible and safe way to accommodate all non-motorized users on an ADA-accessible transportation corridor continuing west from Olympic National Park.

Thank you for your consideration of my views expressed in this letter. Very truly yours, [REDACTED]

GSM/id Enclosures [on file at NPS Planning Office]

Correspondence ID:	140	Project:	29848	Document:	34953
Name:	-				
Address:	- WA				
	USA				

Email: [REDACTED]

Outside Unaffiliated Individual

Organization:

Received: Aug,05,2010 00:00:00

Correspondence Fax

Type:

Correspondence: My name is [REDACTED] and I am married to [REDACTED] who you spoke with recently. We live [REDACTED] of the Spruce Railroad Trail. In the thirty plus years that I have been coming to Lake Crescent I have walked, run, hiked and biked the trail some four to five hundred times, so I'd venture to say I know it pretty well and I want to state as clearly as I can why I am against the radical changes to the trail that the Clallam Co. proposal has put forth.

Our opposition to the paving of the Spruce Trail is based on a number of issues. First, I believe that the 'universal accessibility' espoused by the Olympic Discovery Trail Assn. is a smokescreen, and what they are really about is building a high speed biking thoroughfare through the park. Instead of blacktopping the Spruce Trail, why not start with something smaller, say the 'Moments in Time' trail, and see how much that is used by the wheelchair population. I applaud the commitment by the National Park Service to provide greater wheelchair access, but to do so on the Spruce Trail takes away one of the very few mountain bike trails in the whole park system. And for the average mountain biker it is a perfect trail with its many slides and heavy roots and great views, with a bit of up and down thrown in. Personally I don't see that many wheelchairs using this trail that would stretch some 10 - 10 1/2 miles. From the 101 end at Fairholm Hill it is six miles to the trailhead, all downhill. Now it isn't a steep grade, but it would be a long haul even in a motorized chair. Then you have six miles back up the hill. From our end it would be an easier grade, but how far would most wheelchairs venture? Maybe to the Punchbowl or a little beyond. And a lot of it would be without any view of the lake at all, simply a forest walk. In short, I have a hard time seeing that many wheelchairs using the Spruce Trail. I truly believe it is really a high speed road bike trail that the Olympic Discovery Trail crowd are pursuing, with all its color brochure glossy tourism.

So in closing I would leave you with a number of questions, the answers to which can only be gained with a careful and reasoned discussion of all the issues.

>Have you walked the trail and do you realize how many slide areas there are? And how much netting is needed? >Do you know

how many trees would need to be removed in order to deal with the massive roots that would be in the way of paving? >Do you realize how unstable the tunnels are, and how much metal netting would be required? >Has it been determined the average number of trees that yearly fall on the existing trail? And the amount of cleanup the park staff would need to perform? (There's been a tree down on the existing blacktop for a couple of weeks that hasn't been removed yet!) >Why wasn't more research done before the first paving occurred? Maybe the washout above Camp David Jr. could and would have been prevented. >Why haven't park staff done surveys of all the hikers and bikers now using the trail? All the hikers that I've spoken with want the trail left as a trail, not a paved path. Detailed surveys would have helped create a fuller understanding of those who regularly use the trail, and particularly how many mountain bikers ride it. (I also want to add - The Spruce Trail is ALREADY a biking trail, and that includes road bikes. I have seen a number of road bikes use the trail and other than having to dismount around the tunnels and some slide areas they do just fine, and I have also ridden my road bike on it so it's more than doable). >Why didn't the Olympic Discovery Trail Assn, approach the highway dept about improving 101 around the lake? A lot of it has good shoulder separation and with some improvements where it's particularly narrow, 101 could provide a stunning ride around the lake. Was that ever looked into or seriously considered? And if not, why not?

In conclusion, I would like to invoke the spirits of John Muir, the spiritual grandfather of our national parks, and Chris Morgenroth, the man most responsible for the creation of the Olympic National Park (and its first Park Ranger!) I would pray that you be guided by their depth of understanding and commitment to this holy and sacred land. And lets make our parks more accessible for all, but let us be wise and prudent in our choices. Thank you for your time and consideration. Sincerely, [REDACTED]

Correspondence ID:	141	Project:	29848	Document:	34953
Name:	[REDACTED]				
Address:	[REDACTED] Poulsbo, WA 98370				
	USA				
Email:	-				
Outside Organization:	Unaffiliated Individual				
Received:	Aug,06,2010 00:00:00				
Correspondence Type:	Fax				

Correspondence: Public Comment for Olympic Discovery Trail - Phase 2

Why is the trail proposal important to you? How would additional development or expansion of the Olympic Discovery Trail within the park affect you?

My husband and I own a home on Lake Crescent [REDACTED]. I spent the summer during my childhood on the lake and I have historic family ties to the area (my great uncle owned Lake Crescent Logging Company). We are committed to caring for and preserving the beauty of Lake Crescent in broad terms, and specifically to further development of the Spruce Railroad Trail.

We hike the trail weekly and we care about preserving the beauty of the trail. We also value and care about the entire Olympic National Park, the lake, the beauty and naturalness, and non-commercial quality that the Olympic National Park has always upheld as a priority in terms of managing the park.

Development of the Spruce Railroad Trail would change the trail into a road and alter what makes it so unique and special in the first place, and the additional development would seriously affect us by the fact that we [REDACTED]. We have to think of parking issues and noise, vandalism, etc. Here are just a few concerns:

*Who will maintain the trail? As it is now, maintenance of the trail is kept to a bare minimum and basically consists of cutting trees that have fallen on the trail. If you create a "universally accessible trail in the Lake Crescent Area", then who pays for and tends to the maintenance throughout the year? It is quite disturbing that the park has deemed to leave other trails in a state of wildness, but now Lake Crescent has become the focus for development. Again, the Olympic Discovery Trail folks and Clallam County are pushing for their agenda to be realized.

*Parking (we are vehemently opposed to expanding the parking in [REDACTED] direction). [REDACTED] We understand that the vacant house will be torn down. We oppose any expansion of that lot because there would be security issues and aesthetic issues [REDACTED] noisy parking lot, and wildlife live in that empty lot and use it for sleeping and protection of their young. [REDACTED] [REDACTED] We successfully had the trailhead moved to its current location, and we would strongly object to it

[REDACTED]

*Water Issues- [REDACTED]

[REDACTED] Again, just another issue that directly affects us. We would oppose any kind of installation of a culvert [REDACTED] if the repositioning of the trail affected [REDACTED]. At the present time there is a small wooden bridge [REDACTED] and visitors do not have access to or see the [REDACTED]. However, if the trail were to be repositioned in that direction, then we would see that as a significant problem that would need to be addressed to the satisfaction of both parties - ourselves and the Olympic National Park.

*Security Issues on the trail is another concern. The more people on the trail, the more issues there will be regarding security, people camping, increased risk of fire, crime/vandalism. The services provided at the trailhead are simple and satisfactory.

What information does the park need to consider in making decisions about the design and construction of the proposed trail expansion within the park?

You state in your printed hand-out sheet - Olympic Discovery Trail - Phase 2 that one of the goals is to "develop a universally accessible trail in the Lake Crescent Area". Not all trails can be universally accessible to all people, and the Spruce Railroad trail would particularly require so much grading, felling of trees and shoring up of the banks, etc., that the plan simply does not seem feasible, unless of course, you have a group with a large grant to do whatever is necessary to get the trail built according to their specifications. If developed in the extreme, such as proposed by Clallam County, then it will cause significant and irreparable damage to the beauty of the trail. The park needs to consider the impact on: *wildlife in the area (deer, cougar, bats that live in the tunnels and all the flora and fauna in the area). *The historic railroad tunnels can still be historic without doing anything to them. Why would the park even consider the proposal by Clallam County and the Olympic Discovery Trail organization? The park boarded the tunnels up in the first place when the Spruce Railroad Trail was built. It poses serious dangers to people and a great liability to the Olympic National Park. Who maintains the safety? Who oversees inspections? *Paving - the trail construction sequence as proposed by Clallam County would ruin the trail. We totally oppose and reject the idea of paving. And to a width of 12 feet! It will be like a

highway. If the park wants to consider making some trails within the park boundaries, then why not start with a much more feasible plan? For example, The Moments in Time trail by Lake Crescent Lodge? Or making most of the Marymere Falls trail accessible to wheelchairs. There are other trails that could meet the federal mandate regarding ADA and access for wheelchair users.

Are there other approaches to accomplishing the project's goals that the park should consider?

*If the park must meet a federal mandate to meet the ADA requirements, then why not start with a much simpler project? As suggested earlier, the Moments in Time trail near Lake Crescent Lodge could easily be made accessible to wheelchairs. Or make some of the Marymere Falls trail accessible to wheelchairs. Both trails are relatively flat and would make a small impact on the environment at much less of a cost to build and maintain. *Allow Spruce Railroad Trail to remain just as it is - this is a trail that was built to accommodate hikers of all ages, horse riders AND mountain bikes. People that want to ride their bikes and connect with the Adventure Route segment, can still do so. The only interest group that is slightly inconvenienced are the people on road bikes. Why can't they go out Highway 112 and then cut-over the Burnt Mountain Road to connect back again with Highway 101? Another alternative would be to widen the shoulder a bit on Highway 101 around the lake.

Olympic National Park and the responsibility to uphold the philosophy of the National Park System

Why does Olympic National Park need to participate with the Olympic Discovery Trail project? The ODT is a special interest group that has pushed for this trail and the expansion of it to meet their goals -- to have a span of over 140 miles of trail for bicyclists. It is our feeling that the park can fulfill visitor experience and resource protection goals AND NOT expand the Spruce Railroad Trail. A special interest group (ODT) should not be allowed to dictate the agenda of Olympic National Park and the National Park Service. The park does have a duty to preserve the integrity, stability, and beauty of the park and to preserve and protect the abundant beauty at its most natural state and to protect the wildlife that live in the forests of Olympic National Park.

Can Olympic National Park just say NO to the Olympic Discovery Trail coalition? This trail should not be spoiled just so road bikes can sail through this stretch of Lake Crescent. We seriously doubt

that the momentum for this project is about wheelchair access. It seems implausible that non-motorized wheelchairs would be on the trail anyway. But you can be sure that if the trail is paved (we shudder to think of that possibility) that motorized vehicles will try and use it. Who would be around to monitor their access? The trail has never been monitored to that extent. As pointed out earlier, there are so many other options that would meet ADA requirements within the Park.

Please keep us informed at all junctures of this process and when the Environmental Assessment has been completed.

Correspondence ID: 142 **Project:** 29848 **Document:** 34953

Name:

Address:



Portland, OR 97211

USA

Email:

-

Outside

Organization:

National Coast Trail Association Recreational Groups

Received:

Aug,06,2010 00:00:00

Correspondence

E-mail

Type:

Correspondence:

Hello Karen Gustin, First, thank you again for meeting with me at your office last year, albeit briefly, and receiving our "Washington Coast Trail: Solutions and Partners" planning document.

Next, (attached as a pdf file, and just before the 11:59 PM Mountain Time Deadline [10:59 PM PDT]) is our input letter relative to the proposed trail segments for the Olympic Discovery Trail along Lake Crescent and beyond.

Finally, thank you both for your cooperative agreements with area tribes and most recently with Clallam County.

Al LePage, Director National Coast Trail Association

----- Hello: The National Coast Trail Association's vision is the "National Coast Trail," a land and water based trail system around the United States providing non-motorized recreational opportunities to experience the natural, historic and cultural resources along its length. Our priority goal focuses on America's 1,800 mile "West Coast Trail," a hiking trail from Cape Flattery, WA to the Mexican border in California. The "Washington Coast Trail" represents the northern 175-mile section of the West Coast Trail, and the Olympic Coastal Strip, a very important segment through

Olympic National Park's western edge. Also, the vision of the Olympic Discovery Trail, another important segment through a section of the park and also a route related to the Pacific Northwest National Scenic Trail, represents an alternate route for the westernmost end of the entire northern route section of the National Coast Trail vision for a trail stretching from the Atlantic to the Pacific Ocean.

Therefore, this letter represents the National Coast Trail Association's comments and input on the Olympic Discovery Trail (Phase 2) Implementation Plan for Olympic National Park which we believe are consistent with the stated mission and roles of the National Park Service. The comments provided focus on our organizations goals of trail development and enhancement relative to the further development of the "Olympic Discovery Trail" within and adjacent to the boundaries of Olympic National Park relative to Lake Crescent.

First, we support the development of the proposed segments of the Olympic Discovery Trail, specifically along the north shore of Lake Crescent and near the Sol Duc Road, that would provide a universally accessible, multiple-use, non-motorized trail along the general route of the historic Spruce Railroad grade. The value of developing this connection not only enhances the quality of life for visitors and area residents by providing additional recreational opportunities, but also potentially strengthens the regional economy by developing yet another segment of this sustainable resource. Although there may be other approaches to accomplish various project goals that could be considered, we believe the already proposed route is the one that would accomplish most, if not all those goals that have been adopted for this specific project.

Next, we have organized our comments and input relative to our support in terms of providing recreation and interpretation to enhance the visitor experience, and mitigating any impacts of trail construction for resource protection. They also address the goals that were adopted for this project from both the General Management Plan and Lake Crescent Management Plans.

Visitor Experience

The additional development and expansion of the Olympic Discovery Trail within the park could potentially provide higher quality recreational and interpretive opportunities to enhance visitor experiences within the park and beyond through other trail systems

as follows:

Recreation

The railroad grade restoration projects will not only extend the existing trail system for equestrian, hiker and mountain bike user groups, but also provide an ADA accessible trail, plus mitigate safety issues by avoiding Highway 101, being separated from the high speeds and volumes of traffic.

The completion of this specific trail segment would move the envisioned Olympic Discovery Trail closer to realization, and once realized, would serve as both a linkage and alternate routes for various state and national trail systems as follows:

*An alternate route or linkage from Discovery Bay to LaPush, WA for the envisioned National Coast Trail, and thus also serve as connecting route westward to the Olympic Coastal Strip and the greater Washington Coast Trail. *An alternative route from LaPush, WA to Discovery Bay relative to the Pacific Northwest National Scenic Trail (PNT), and in combination with the PNT the Olympic Discovery Trail could also potentially create a unique loop trail. *A potential eastward connection, given an idea in the concept stage, that could apparently connect Kitsap with Jefferson County, if realized, has the potential to continue the 100-mile Mountain to Sound Greenway trail vision to Bainbridge Island, and then connect with the Olympic Discovery Trail at Discovery Bay.

The railroad grade restoration projects would also further the connection from Lake Crescent to regional populated areas, such as Port Angeles, Sequim, and Port Townsend, WA, thus providing residents and visitors alike access from these cities.

Lastly, there's also the potential for unique "land and water trail loop" opportunities by combining recreation along the land-based trail segments with appropriately located landing and launch sites along the shore with water-based recreation. A trail user could thus create a combined land and water route loop trail, say, by hiking along the north shore to a certain point, then kayaking around or across the lake to another access point to rest, and continuing to the point where they started their hike. Logistical planning and equipment are necessary, of course, but if done with care could most definitely enhance a visitor's experience of the wondrous Lake Crescent through both hiking and kayaking!

Interpretation

Interpretation about the unique natural and cultural resources to be found at the lake and nearby areas plus the history along the historic railroad grade could provide enhanced educational and recreational activities, protect resources and promote stewardship. Ranger-led interpretive hikes, canoe or kayak trips at Lake Crescent could be developed. Expanded interpretive signage relevant to the resources and history of a specific location in the Lake Crescent area could also be developed in visually non-obtrusive spots along the lake where the different user groups and others would be able to easily view them.

Lastly, given the potential for user conflicts arising from a multi-use trail involving equestrians, mountain bikers, hikers and ADA-accessible trail users, in an effort to mitigate such conflicts trail users need to be educated relative to both rights-of-way (which user group yields to another user group in any given situation) and what is appropriate in terms of both interaction and non interaction, between hikers and equestrians, mountain bikers and equestrians, etc. In other words, all user-groups need to be properly educated relative to what might be called the "rules of the road," and our recommendation relative to such education is to have it happen through clear and simple signage both at all trailhead access and other points along the trail itself versus through brochures or other methods, as the immediacy of the situation will hopefully make people both more receptive and motivated to learn how to appropriately and safely relate to other trail users.

Resource Protection

Where the Olympic Discovery Trail enters the existing park lands, we simply propose, given existing impacts, that the resource conditions should aim at providing trail users with as much of a wild and safe experience as possible where the trail enters north of the lake, then west along the shore and beyond, and any environmental impacts be addressed and minimized. *Since the proposed segments, along the north shore of Lake Crescent and near the Sol Duc Road, would follow the general route of the historic Spruce Railroad grade, this specific route segment would suggest that environmental impacts relative to any new trail construction or tunnel restoration would be minimal, given the impacts already made in the initial development of the rail bed historically. Also, appropriate control measures can be taken, for example, to prevent a significant amount of sediments to enter the lake through erosion during new construction. Indeed, given



various design specifics in the Clallam County proposal toward mitigating future landslides and relative to water flow, existing erosional impacts could even potentially be decreased in relation to certain trail segments being constructed. *Asphalt paving, although initially considered by us as having potential impacts relative to possible leaching or runoff of organic compounds into the lake, now seems to have negligible impacts. Given volatiles apparently dissipate into the atmosphere soon after its application, and the transport of other organic compounds associated with asphalt within the soil could potentially be mitigated through a combination of an existing organic and applied clay layer underneath, then their ability to adsorb contaminants and degrade them would apparently prevent their leaching into the lake. Additionally, existing or planted native vegetation could further absorb such compounds, and proper drainage and other landscaping features could control runoff.

*The primary facilities we would propose relative to resource protection are ones for sanitation at appropriate locations along the trail.

* Our hope is that the proposed trail segments will provide trail users a greater opportunity to experience both land-based and aquatic wildlife. That said, potential impacts to wildlife also need to be considered, both in the construction, usage and maintenance of the trail, and measures to mitigate any such impacts appropriately applied. Of course, the Environmental Assessment (EA) will need to determine if there are any such significant impacts specifically to wildlife, and if so, to identify actions that would avoid or minimize them.

Finally, we want to acknowledge Olympic National Park's commitment to working with Clallam County staff and other interested members of the public to develop a range of alternatives, with the goal of extending the Olympic Discovery Trail around Lake Crescent. We also appreciate this opportunity to provide our comments.

Al LePage, Executive Director

Correspondence ID:	143	Project: 29848	Document: 34953
Name:			
Address:	 Sequim, WA 98382		
	USA		
Email:	-		

Outside Organization: Unaffiliated Individual
Received: Aug,10,2010 00:00:00
Correspondence Type: Letter
Correspondence: Dear National Park ODT - Phase 2 Team,

I am writing in response to your request for public comment on Park planning for the second phase of the Olympic Discovery Trail along the North Shore of Lake Crescent. I have been working as a volunteer on ODT for over 10 years and have seen it grow both in length and importance to the North Olympic Peninsula. It has become important to a large and growing body of local users, but perhaps more importantly it has become the most significant tourist business development project on the Peninsula. Its real potential will be realized through completion of a high quality trail to the Pacific. The link you are planning is an important element, essential to achieving the Peninsula's objectives. To date the Peninsula Communities, with Federal and State support, have invested well over \$15 M in the trail. This attests to the importance of the project to the region.

You can be assured that you will have strong support from the community as you complete your important segment of the trail. I recall a few years ago, when I was President of the Peninsula Trails Coalition, that the Park ran short of funds to do the Environmental Impact Assessment for Phase 1. We were able to raise public donations of over \$3000 to pay your costs for the effort. Public support for the trail grows stronger as it gets closer to reality.

Your plan for the project, as outlined in the Clallam County document on your website, continues the standards and quality levels used throughout the trail. Trail standards for major non-motorized regional transportation corridors are set by Federal and State standards and enforced through the grant funding process. They are based on safety considerations and specific requirements for the users the trail is intended to serve. Trail width is a safety requirement for combined bicycle and hiking use. Trail slopes by ADA mobility devices. The plans you are proposing meet the minimum requirements in these areas. In fact, it seems to me that this section of trail gives the Park a unique opportunity to support ADA users, a community currently underserved by the Park.

I am pleased to see ONP stepping up to support its portion of ODT, as all the other communities of the North Olympic Peninsula have.

We volunteers are here to support you in any way we can.

Sincerely, [REDACTED] Sequim, WA
98382

Correspondence ID:	144	Project: 29848	Document: 34953
Name:	N/A, N/A		
Address:	N/A N/A, UN N/A USA		
Email:	-		
Outside Organization:	Unaffiliated Individual		
Received:	Jul,20,2010 00:00:00		
Correspondence Type:	Other		
Correspondence:	Flip Chart Notes from ODT Public Scoping Meeting on July 20, 2010		

1. Where should access to the trail be provided in the park?
 - Need a better ADA east end access at Lyre River
 - Need access at end of Camp David Rd, also opposite Camp David so people saying there can access up the hill easy.
 - Need ADA access @ Lyre River, too steep of a hill, need paving
 - Need paved ADA access from Camp David Jr.
 - Need access, spur route to Fairholm Campground, or people will make their own
 - maybe just access Fairholme CG along the Camp David Jr. Rd?
 - Need restroom at top of Fairholm hill.
 - Lyre River access looks great.
 - Need restroom somewhere mid-way between Lyre River and Fairholm Hill
 - Access point on west side of Lake Crescent other than Fairholme Hill? This is too far.
 - When doing access routes, think long so that tandem bikes can ride through.
 - There are already enough access points along the trail on the west end. Fairholme Hill parking lot is plenty big. Camp David Jr. (end of road) access is reasonable but not practical area to enlarge.
 - On the East end Lyre River T.H. parking is good but additional parking should be created for trailers or overnights (Waterline Rd.)
 - Existing Lyre River T.H. parking shouldn't be enlarged

because of proximity to critical spawning habitat.

- Should consider safe boat access along the N. shore of the lake for day use landings.
- Access needs to be on Highway 101 or its not a road bike route.
- East beach Road needs a safe lane for bikes from Hwy 101
- Horse trailer parking lots needed at the west end of 101, Fairholme Hill, also at Lyre River.
- Enlarge end of Camp David Jr. end of road so a horse trailer can turn around. They do a lot of the trail maintenance.
- Upgrade access at end of Camp David Jr. Rd, add picnic tables, better access to the lake.
- Parking at Lyre River is adequate.
- Lyre River T.H. is good, restrooms, parking
- Fairholme Hill needs development similar to Lyre River T.H.
- Some sort of access in Park west of Fairholme Hill, as to not increase traffic at Fairholme Hill.
- Create access point near Sol Duc entrance area/pullout, its underused, already a bathroom exists, but would need the tunnel and ownership issues to be resolved.
- ADA access at Lyre River T.H.
- If trail goes across 101, need access, parking.

2. How should the trail be built in the areas of the two historic Railroad tunnels?

- Yes, open to trail
- Retain trail to punchbowl
- Please do not pave the trail
- Will trail fit on 12' (is there room for 12' trail?)
- How long will the trail be closed for construction
- Pave for handicap
- Tunnels destinations and history interpretation
- See effect of tunnel on KT Trail
- Walking and bike through tunnel
- Provide light as needed
- Develop tunnels as emergency passage if 112/101 is closed, allow aid vehicles to pass through.
- Tunnels should be opened for safe multi-use (horses or/and bikes could go around if preferred).
- Opening the historic tunnels is a great opportunity for public access = the trail should be paved so bikes and ADA can use them too.
- Support re-open tunnels w/as much historical protection as

feasible.

- How does project tie to master plan?
- Open the tunnels and go through

3. What level of visitor facilities should the park consider at the trailheads and along the trail?

- Will parking be developed at east, middle, and Sol Duc area? (end of Camp David Rd)
- Benches, picnic tables, interp sign, vault toilets, interp history, natural resource interp, railroad history, geology, shelters
- Not fancy, but necessities
- Access to campground (Fairholm) from trail.
- Provision for camping along trail.
- Benches
- Getting bicycles off Hwy 101
- Doggie bags/stations/trash cans
- ADA/ABA restrooms
- Restroom between Lyre River and Fairholm, especially for walkers, children.
- Need connection to Hwy 101 on east end. East Beach Rd is not currently acceptable as trail.
- Needs regular maintenance
- Where's the outhouse?
- We need one at trailhead.
- Will dogs be allowed
- East Beach Road is dangerous.
- Safety on East Beach is a concern
- How do we get the transit service (bus) to both ends of the trail?
- Is there room for all the Twihards? Influx of tourism from Twilight saga. They are discovering the area and coming back to visit the area
- Water for horses, cyclists, etc. Use Camp David water system, Crescent Water Association
- No to restrooms, but yes to dog (trash) facilities
- Safety of cyclists on East Beach Rd. Use public transportation
- Bus stops
- Park needs to secure additional funds for maintenance (ONPS)
- Parking Viewshed
- i.e. additional parking developed at Lyre River will add vehicles. Incorporate "screening" i.e. vegetation, fencing

etc.

- Do not pave trail
- Continuous accessibility ? no steep or gravel areas. Phase 1 does not meet ADA ABA
- Add multiple access points less than 6 miles apart
- Sol Duc entrance area ? need tunnel to access trail
- Keep development simpler "No Taj"

4. What should the park do to avoid or minimize impacts associated with the proposed trail development?

- Provide safe access around Lake Crescent
- Minimize vehicle parking at the Lyre River trail head.
- Don't pave the trail. Concern about impacts associated with construction of a large footprint.
- Concern about the wildlife that use the lake.
- Safe bicycle route along Lake Crescent.
- Paving encourages people to stay on trail and minimizes sediment in run-off.
- New trail should match Phase 1.
- Leave the trail in its current condition.
- Current trail provides a wilderness experience not available to some people (easy access)
- Trail needs to be fully accessible (wheelchair, small children on bikes, etc.)
- Proposed County Plan is low impact. ?
- Expect minimal usage, so minimize amenities
- Provide access across 101 at Fairholme hill with a tunnel underpass.
- Provide bus access to the trail. Bus access is a convenience for senior and ADA riders and also provides a safety element. Also carbon friendly.
- Primary impact will be slope failures. Actual trail with adequate drainage should provide protection.
- Consider additional restroom facility at end of Camp David Jr. Road.
- Concern about rock fall onto trail as a safety issue.
- Think about prioritizing lake shore resources over upland resources because lake is more delicate environment and more complex. Also, the shoreline is more visible to visitors on the South Shore.
- A tunnel under 101 would reduce impact on park resources compared to alternative to cross farther down the road.
- Methods are available to control PAH delivery to lake from paving. Also within ~10' PAH will be absorbed by soil.

Example: gas station clean-up.

- Resource damage associated with Phase 1 type trail.
- Existing ODT trail design safer, especially with horse use.

5.

- Paving conflicts w/experience of Lake Crescent
- I go out to run. Hard to find trails that aren't paved
- pavement hard on joints
- Is it possible to develop an urban trail in town, parts out of town, very compact, but not paved, bark, dirt-are open to bikes not big gravel, name of trail "InterUrban Trail" based in Bellingham near Whatcom Falls
- Pave inside tunnels, but keep trail in place around by lake
- Opposed to paving. Beauty of Spruce RR is that its not. Mt Bikes do fine on trail as is.
- Don't need to do everything for everyone.
- No extra facilities should be developed at end of East Beach Road.
- In favor of ADA accessibility
- developing this trail would add ~ 10 miles to wheelchairs to what we already have.
- Adopt plan that county has in effect
- keep pavement for people who need it, horses ok too
- Pavement easier to maintain prevent
- Pavement will benefit all users
- all kinds of places for folks who don't want/need pavement
- Need horse trailer parking at top of Fairholm make it wide enough near outhouse to pull in & out.
- Support pavement for wheelchair accessibility
- Some products that use pine resin for surfacing.
- Trail should match what is out there.
- Once done, ban bikes from US 101 ?
- Possibly put horse parking lot along Waterline Rd & Piedmont ?N of the road.
- Not too many "wheelchair friendly" trail
- current Phase 1 good
- hate the black color of the pavement.
- Other alts seen are plastic (fake wood) planks
- Rocks and debris felt by wheelchair user/ or narrow tire bikes
- ODT is low altitude, all season trail if nicely paved, no mud run-off. All people can use it. Like county combo of pavement w/gravel shoulder.
- ODT great idea for bikes will provide safe route as alt to

112/101 to west end.

- Like the openness and vista that trail currently provides.
- Phase 1 see families walking side by side, strollers, positive experience for users.
- Make sure trail(head) does not impact private property
- Keep trail as currently is gravel
- Current pavement thru town not pretty
- Realize there are other trail needs besides primitive trails
- 10' width easier for walkers, bikers, non-motorized regular trail standards recommended standards for trail development.
- There is asphalt that is water penetrable
- Chip seal too rough & doesn't hold up.
- Reject fines from rock crushers, 5/8", <" compacted works (some been paved over) Go along w/pavement/gravel combo
- Can provide emergency access
- Keep current parking as is
- stock parking away from lake.
- Dog poop bags & garbage containers- good idea. State leashed dogs only not off leash.
- Good tourist draw
- bike oriented, paved w/non paved section
- Provides more length for ADA accessibility pavement
- Don't destroy hot springs (Olympic)
- Want to see a tunnel under road near Fairholm to cross 101 reference Marymere Falls tunnel.
- Will save lives of bicyclists along US Hwy 101
- Feel that we are revisiting a decision that has already been made.
- Paving will reduce sedimentation
- Proposed should look like Phase 1
- one of the best things OLYM has done. One of the big highlights safety factor is positive.
- Ability to have non-motorized corridor will bring people in to visit. Gravel will not work for non-motorized ADA purposes. Goes along existing RR grade that is already developed.
- Do not expand parking lot at Lyre River trailhead to nearby private homes.

6. What is the preferred alignment of the trail? What standards should the trail be constructed to?

- Trail should remain as it is.
- Trail should be paved.

- New trail development should be built to at least the same standard as the section built in 2009 (Phase 1)
- Design to allow space for wheelchairs, bicycles, horses, dogs
- The new trail should not be paved, it should remain natural tread.
- You (NPS) are spending \$1 million to take asphalt out of Olympic Hot Springs, why spend \$1 Million to put asphalt in?
- Pave for proper surface for bicycles (touring cyclists) for safety get off Hwy 101
- Drainage issues did not exist until Phase 1 was built.
- Hiking in mud is not a drainage issue.
- Change name to the Olympic Discovery Road not trail.
- Need access on west end of trail.
- Would like a tunnel under highway to connect trail segments
- Endorse a 10' wide paved trail w/4' wide dirt side as near as possible along railroad grade utilizing tunnels
- Olympic Discovery Trail standards.
- Get access to railgrade however possible, or around if need be.
- Packstock accessible > 8'
- Can volunteers help with excavating tunnels?
- This section should be constructed to ODT (10' paved, 4 ft horse) so all can use it and have equal access to this treasured element in ONP: lake and historic tunnels.
- Trail must be constructed to State standards for multiple-use transportation corridor.
- Accessible alignment right above private property @ Railroad Trail without switchbacks.
- Prefer tunnel to access Sol Duc pullout as trailhead
- Trail w/landings is acceptable ? Make sure gates can pass wheelchairs
- Park is using road chips on "accessible" trails instead of crushed unwashed gravel which is preferred for short distances only, (see Salmon Cascades)
- Crushed unwashed gravel would not work at Spruce Railroad Trail because horses are on gravel surface, asphalt is required for wheelchairs.
- Trail should provide a longer trail experience that is accessible to people in wheelchairs, and people who have trouble with uneven surfaces, because most accessible trails are short.
- Paved wilderness experience further in.

- When complete trail would provide a premier tourist destination that would boost local economy, only if built to Phase 1 standards.

MEMORANDUM

Clallam County Public Works Department

TO: Todd Suess Olympic National Park

FROM: Dave Lasorsa, Environmental Coordinator

SUBJ: Issues Relating to the Olympic Discovery Trail (Phase 2)

DATE: August 4, 2010

Dear Mr. Suess,

Clallam County Public Works would like to submit the following issues relating to the Phase 2 of the Olympic Discovery Trail. We had originally submitted these issues to you on August 4, hoping that it would be the start of some open, transparent discussion between ONP and Clallam County. Since you have since indicated that the involvement of the County in Issue formation is not part of our agreement, and against NPS policy, we wish to expand on several of these issues, and have these formally included in Scoping and Public Comment.

The original issues submitted were in the following table format:

ODT 2 Issues 8/3/10

Topic	Issues	Goals from GMP and Lake Crescent Management Plan, and Relevant Laws
Universal Accessibility	1. Meet the standards of year-round ADA Universal Accessibility. Trail must meet firm, stable and slip-resistant standards; grade standards and width standards to provide for wheelchair accessibility.	<ul style="list-style-type: none">• Develop a universally accessible trail in the Lake Crescent Area (GMP).• Connect trails to regional trail networks and the local community (GMP)
Safe Pedestrian and Bicycle Access through Lake Crescent	1. Provide an acceptable alternative route to touring and road bicyclists that currently are forced to utilize the US101 highway route. Most touring and road bicyclists will not utilize a trail surface that is not hard, smooth and grit free. 2. Trail and tunnels must provide for safe bidirectional travel for all users.	<ul style="list-style-type: none">• Provide opportunities for a variety of outdoor experiences and recreation uses that minimize conflicts between recreational users, and are compatible with the protection of park resources and values (LCMP).• Provide safe pedestrian and bicycle access through the Lake Crescent area for visitors and the traveling public and reduce conflicts between non-motorized and motorized uses (LCMP)• AASHTO Standards
Park Operations, Maintenance and Sustainability	1. Provide a durable, hardened surface able to withstand equestrian use. Trail must be maintainable by large, motorized equipment (especially sweepers) and capable of year round maintenance. 2. Trail must be well drained with a preference towards directing drainage to the cliff side of the trail.	<ul style="list-style-type: none">• Maintain park operational capability in the Lake Crescent watershed to protect resources and serve the visitor.• NPS Management Policies 2006

Cultural Resources	<ol style="list-style-type: none"> 1. Maintain, preserve, and protect culturally important features of the railroad grade including width, alignment, curvature, cribbing, wooden culverts and tunnels. 	<ul style="list-style-type: none"> • Maintain, preserve, and interpret the buildings and cultural landscape including, but not limited to the Spruce Railroad Grade (LCMP).
Hydrology and Water Quality	<ol style="list-style-type: none"> 1. Maintain or improve water quality. 2. Minimize impact to wetlands. 3. Control erosion/soil disturbance. 4. Avoid fill in lake. 	<ul style="list-style-type: none"> • Protect the pristine quality of the water and ecology of the Lake Crescent Watershed (LCMP)
Unique or Important Fish Habitat	<ol style="list-style-type: none"> 1. Protect critical spawning and rearing habitat for fish and aquatic species, especially spawning grounds for Beardslee Trout. 	<ul style="list-style-type: none"> • Protect critical spawning and rearing areas in the watershed which are used by the lake's unique fish populations, and maintain natural terrestrial and aquatic communities upon which they depend (LCMP).
Threatened and Endangered Species	<ol style="list-style-type: none"> 1. There is potential for suitable habitat for the marbled murrelet and the northern spotted owl in the project area. The project must address the impacts to T&E species. 	<ul style="list-style-type: none"> • Habitats that support or are suitable for sensitive, rare, endemic or listed species are protected (GMP). • NPS Management Policies 2006 • Endangered Species Act
Vegetation	<ol style="list-style-type: none"> 1. Maintain tree cover between the trail and the Lake and trees located above railroad cut slopes. 2. Impacts to old growth trees must be considered. 3. Current locations of invasive species must be removed during construction and be controlled after construction. 	<ul style="list-style-type: none"> • Retain and preserve old-growth forests and natural processes in the Lake Crescent watershed (LCMP)
Lake Inholders	<ol style="list-style-type: none"> 1. Trail must be constructible without requiring condemnation 	<ul style="list-style-type: none"> • Provide for the continued use of private property in the Lake Crescent watershed while minimizing the impacts and effects of private development on the visitor experience, lake ecology, scenic and visual quality, and the historic setting (LCMP)
Socioeconomics	<ol style="list-style-type: none"> 1. Impacts to the local and regional economy must be addressed. 	<ul style="list-style-type: none"> • NPS Management Policies 2006
Visitor Use and Experience	<ol style="list-style-type: none"> 1. Improve visitor orientation, interpretation and visitor services in the Lake Crescent Area. 	<ul style="list-style-type: none"> • Improve visitor orientation, interpretation, and visitor services in the Lake Crescent area to better serve visitors traveling along the US 101 coastal corridor, including westbound visitors destined for the Olympic coastal and rainforest areas.
Economic Feasibility	<ol style="list-style-type: none"> 1. The cost of trail construction must be addressed. 	<ul style="list-style-type: none"> • A cost-benefit analysis should be developed for each alternative (DO 12).
Air Quality	<ol style="list-style-type: none"> 1. Air Quality effects from alternatives to motorized transportation should be addressed. 	<ul style="list-style-type: none"> • Park management and visitor service activities promote preservation of excellent air quality (GMP).

The following sections expand on these issues:

Universal Accessibility

- The trail must be Universally Accessible to meet the *2008 ONP General Management Plan* (USDI, 2008). In Olympic NP, consideration must be given to a variety of weather conditions that may occur any time of year, specifically wet weather conditions. If the trail cannot be Universally Accessible during wet weather, then it fails to meet the Director's Order #42 (see below) allowing people with disabilities to the highest degree reasonable, to participate in the same programs and activities available to everyone else. In other words, if a person without disabilities is able to use the trail in wet weather, then a person with disabilities should be afforded that same participation.
- National Park Service **Director's Order #42** states following:
 - Goals and Objectives:

The procedures in this Director's Order give detailed guidance based on the minimum requirements set forth in laws, rules, and regulations. However, one fundamental principle of this Director's Order is that the NPS will seek to provide the highest level of accessibility that is reasonable, and not simply provide the minimum level that is required by law. Consequently, managers are encouraged to exceed the requirements for visitor accessibility through innovative techniques and partnerships whenever possible and reasonable
 - National Park Service Policies - Use of Parks

One primary tenet of disability rights requirements is that, to the highest degree reasonable, people with disabilities should be able to participate in the same programs and activities available to everyone else
 - Cultural Resources Management:

The National Park Service will provide persons with disabilities the highest feasible level of physical access to historic properties that is reasonable, consistent with the preservation of each property's significant historical features
- The U.S. Access Board has released the *2009 Draft Final Accessibility Guidelines for Outdoor Developed Areas*. This follows the 2007 Notice of Proposed Rulemaking to establish accessibility guidelines pursuant to the Architectural Barriers Act (ABA) for camping facilities, picnic facilities, viewing areas, outdoor recreation access routes, trails, and beach access routes that are constructed or altered by on behalf of the Federal government. Section 1017.2 applies to surfaces of trails: "The surface of trails and their related passing spaces and resting intervals shall be firm and stable." The definition of "Surface" under 1017.2: "A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentations." <http://www.access-board.gov/outdoor/draft-final.htm#12>
- Although not necessarily applicable to the NPS, the *Forest Service Outdoor Recreation Accessibility Guidelines* (FSORAG, 2006) gives a more detailed explanation of "firm" and "stable": "The FSORAG defines a firm surface as a surface that is not noticeably distorted or compressed by the passage of a device that simulates a person using a wheelchair. A stable surface is defined

as a surface that is not permanently affected by normally occurring weather conditions and can sustain wear and tear during normal use between planned maintenance cycles. During the planning process, the compaction qualities of natural soils should be evaluated under weather conditions that occur normally when the surface will be used.”

<http://www.fs.fed.us/recreation/programs/accessibility/pdfpubs/pdf06232801dpi72pt06.pdf>

- In 1999, the Access Board funded an Accessible Exterior Surfaces research project conducted by Beneficial Designs. Results of the study are available on the Access Board's Web site at: <http://www.access-board.gov/research/Exterior%20Surfaces/exteriorarticle.htm>. One of the results of the project was development of a scientific method for determining firm and stable exterior surfaces. Generally, these values correspond to the work energy needed to propel a wheelchair up a 3% slope or less. The tests showed that a number of surfaces can meet “firm” and “stable” displacement criteria for dry conditions. However, under wet conditions, stability becomes critical. Only **Asphalt** and “**Road Oyl Resin Modified Emulsion Binder**” (Road Products Corp.) fully met the criteria of less than 0.5 inches penetration using a Rotational Penetrometer. **Unpaved #2 Road Mix** (3/4” Class 2 aggregate) barely met the standard, with 0.47 inch penetration. However, this study did not evaluate the longevity of each product. Road Oyl has not been shown to withstand long-term use. Unpaved #2 Road Mix, while barely meeting the wet standard, would also require significant, constant maintenance (especially during wet weather) to even meet that standard.
 - To meet the need of accessible trail surfacing in more natural settings, a number of studies have examined soil stabilizers and paving alternatives:
 - An evaluation of Road Oyl, a pine resin product, by the U.S. Forest Service on a barrier-free access trail in the Uncompahgre National Forest (1992) found that application was difficult and significant segregation of aggregate (i.e. “failure”) occurred. One of the problems stemmed from the application with ATV’s and applying the product over an aggregate base, rather than mixing: <http://www.americantrails.org/resources/trailbuilding/BuildTFRoadOyl.html>
 - Starting in 1995, the U.S. Forest Service – San Dimas Technology and Development Center, began tests on a number of surfaces to meet accessibility needs, while maintaining a more natural appearance over pavement. The results are published in the document “Soil Stabilizers on Universally Accessible Trails (USDA, 2000): <http://atfiles.org/files/pdf/SoilStabilizersTrails.pdf>. The report cited problems, either initially or later, with all products. Road Oyl performed better than other stabilizers, although it was the most expensive and difficult to apply of the stabilizers tested. The following products were tested:
- | <u>Product Type</u> | <u>Product</u> | <u>Brand Name</u> |
|----------------------------|-----------------------|--------------------------|
| | Pine Tree Resin | Road OylR |
| | Enzyme | EMC Squared (EMC2)™ |
| | Sulfuric Acid | Roadbond (EN-1)R |
| | Latex Polymer Soil | SementR |
| | Ground Seed Hulls | StabilizerR |
| | Clay | Central Oregon Bentonite |
| | Flyash | Class C Flyash |

- Stabilized Engineered Wood Fiber (SEWF) was tested by the Forest Service in 2004. Although some of the surfaces met firm and stable guidelines, the bridle path surfaces suffered total breakdown within the first two months: <http://www.access-board.gov/research/play-surfaces/report-trails.htm>
- Recognizing the application and sustainability problems with Road Oyl, the parent company, Soil Stabilization Products, Inc. has introduced “**Natural Pave Resin Pavement**,” using a water-based binder emulsion. The company claims this is stronger than asphalt and exceeds asphalt in firmness and stability test with a Rotational Penetrometer. A number of sites are currently soliciting bids for the use of this product under the Recovery Act, including the U.S. Forest Service and The National Park Service (April 2010, for its use at Fort Vancouver NHS for the Spruce Mill Trail). Although there has been much interest in this surfacing, there have not been any independent studies available yet. There has been no information on longevity or use with horses. The Fort Vancouver Trails show evidence of trail edge cracking with only pedestrian use which does not speak well for its potential longevity where horse use is expected to be a common occurrence. http://sspco.com/naturalpavexl/naturalpave_OV.html
- A general review of surfacing options was done in 2008 by New Mexico State Parks: <http://atfiles.org/files/pdf/RioGrandeSurfaceStudy.pdf>
- Other studies are available at: <http://www.americantrails.org/resources/accessible/stabilizerstudy.html>
- Without maintenance, the trail can become inaccessible due to falling trees, debris (rock) flows, and leaf buildup that would make wheelchair use impossible or even hazardous even on a hardened surface. Therefore, the hardened surface needs to be wide enough (8 feet), firm and durable to support the wheeled equipment needed for continued maintenance (sweeping machines, etc.). A breakdown of surfacing by maintenance equipment will render it inaccessible.
- Trail surface needs to be able to withstand horse use, even if unintentional. A breakdown of surfacing by horse use will render it inaccessible.
- Paved surfaces generally allow for longer distances (Comments on ABA Accessibility Guidelines, June 2007): <http://www.access-board.gov/outdoor/nprm/comments/axleson-nv.htm> . Since there is no mid-way “bail-out” point on this trail, the surface must allow a person with disabilities to negotiate the entire length.
- The Washington State Design Manual, Chapter 1020-8, Section 13, Pavement Structural Section states that, “Unless otherwise justified, use hot mix asphalt (HMA) or Portland Cement concrete pavement in the construction of a shared use path.”

In summary, Clallam County Public Works feels that in order to meet Universal Accessibility the trail must have a hardened surfaced. Paving is a logical choice, although alternative hardened surfaces can be considered if they are proven to be economically feasible and proven to withstand long-term use of user groups and maintenance equipment.

Hydrology and Water Quality

- In the initial project walk through, Park staff brought up the issue of asphalt producing a first flush of hydrocarbons (PAH) that could migrate into Lake Crescent. County staff questioned this statement at the time and in subsequent meetings based on our long experience using asphalt as a trail paving material and our failure to observe flushing of oily material from fresh asphalt. County staff extensively reviewed studies on production of hydrocarbons from asphalt and found that studies that showed asphalt producing hydrocarbons (PAH) that migrated into the environment were based on either studies of roadways where the hydrocarbons on the roadway came directly from the motorized vehicles that traveled on the roadways or from asphalt dust resulting from tire wear on the roadway or from studies of parking lots where hydrocarbons came directly from drips originating from motorized vehicles or resulted from the use of coal tar seal coatings (a product not similar to asphalt). The County requested of Park staff any research they possessed which showed asphalt producing a first flush of hydrocarbons capable of migrating into the environment. The County was provided a study by Park staff (Investigating Potential Water Contamination by Petroleum-Asphalt Coatings in Ductile Iron Pipe, 1982) where petroleum asphalt seal coatings (a product very different from asphalt paving) was used to seal ductile iron water pipe and water was run through a closed system of piping. Water tested after many hours in this piping system showed an almost undetectable level of PAH produced. This study results stated that, "It was concluded that no significant contribution of PAH to the water should be expected from a relatively freshly coated pipe." The County does not accept this research as having any bearing on the issue of hydrocarbons being produced from asphalt paving in a trail use situation. No studies were found in the County's research of this issue that indicated a connection between asphalt used as pavement in a non-motorized trail use situation and the production of hydrocarbons from asphalt that could migrate into adjacent water bodies. Asphalt paved trails have been in place beside many types of rivers, lakes and streams through the Country and no study that the County is aware of has established any connection between asphalt paving used for a non-motorized trail and water pollution resulting from the trail paving material.
- The issue of sediment pollution into the Lyre River at the Lyre River Bridge that results from the unpaved condition of East Beach Road and water carrying sediments from this gravel road directly into the prime breeding location for trout in the Lyre River is a issue that should be examined in the EA. Potential beneficial effects that could result from paving this road for trail use with the elimination of the sediment source that currently existed from the gravel road should be examined. Sediments are also being carried into Lake Crescent from many locations along the current Spruce Railroad Trail due to water erosion from water flowing over a trail surface that is not hardened to resist soil erosion and from water flowing down the trail itself due to lack of maintenance to ensure cross trail flow. The proposed project would correct these sediment producing deficiencies.

Safe Pedestrian and Bicycle Access through Lake Crescent

- To provide for safe bi-directional travel for all users, the trail must be wide enough to minimize conflicts between users groups. This issue was evaluated in the *Lake Crescent Alternatives Analysis* (WSDOT, 1997). Both an 8-foot wide crushed aggregate and a 10-foot wide paved surface were analyzed under a number of alternatives. The 8-foot wide crushed aggregate surface was selected as preferred, based largely on funding and feasibility (Page 6-3). This study was focused on transportation alternatives around Lake Crescent; it did not address accessibility,

which has been included as a goal in the 2008 GMP. The point to be made, however, is that an 8-foot width of hardened surface illustrated on trail cross section that was 16 feet wide was considered a minimum to resolve conflicting user groups.

- The *Lake Crescent Management Plan, Final EIS* (USDI, 1997) analyzed the proposed multi-use trail, following the Spruce RR Grade. Among many issues discussed, the following were pertinent to trail width:
 - It recognized the WSDOT Alternatives Analysis, stating (page 99):
The proposals outlined in the Lake Crescent Alternatives Analysis are consistent with the NPS proposed action (Alternative A) presented in this plan.
 - In response to comments on how the Spruce Railroad Trail would be constructed, the NPS stated (Page 182):
The National Park Service would be responsible for maintaining the multi-purpose Spruce Railroad rail and would follow WSDOT recommendations regarding trail construction. (If WSDOT design standards are followed the minimum paved surface will be 8 feet wide and will have unpaved shoulders at least 2 feet wide for an overall minimum width of 12 feet)
 - In response to a comment on possible conflicts between bicyclists and hikers, the NPS stated (Page 321):
The Spruce Railroad multi-purpose trail would be approximately 8-feet wide with a crushed aggregate surface. The National Park Service believes that the proposed trail width is wide enough to accommodate all types of users.

The above two documents clearly show that an 8-foot width for the hardened surface of the Spruce Railroad Trail was considered a minimum to resolve conflicts between user groups. It must be noted however, that these plans were done in 1997-98 and did not reflect current understanding of accessibility surfacing, nor even the most current understanding of multi-use needs. Current standards have increased the recommended width for shared paths from the 8 foot width recommended in 1998 to the 10-12 foot width range now recommended to avoid user conflict and to ensure user safety.

- In 1997, the National Park Service looked at multi-use standards for trails, under the *Multiple Use Trail Guidelines Team*: <http://www.nps.gov/samo/parkmgmt/upload/SmmartMultiUse.pdf> This report assumed the main users to be hikers, equestrians and mountain bicyclist. It did not specifically address wheelchair users and touring bicyclists. It recommended a tread width of 48"-60" and a minimum clearing width of 8 feet to accommodate these groups. However, this was for one-way use. For passing areas, it recommended a doubling of that width. Since the proposed trail needs to consider bi-directional use and wheelchair use (the disabled may not be able to quickly utilize a passing area), a hardened trail tread width of 8-10 feet is minimum.
- On Page 13 of the Draft Final Accessibility Guidelines for Outdoor Developed Areas Trails are defined as a pedestrian route developed primarily for outdoor recreational purposes. The document goes on to state, "The NPRM discussed shared use paths that are developed for use by pedestrians and other groups such as bicyclists. The NPRM indicated that the scoping and technical provisions for trails apply to shared use paths. **The Access Board has further considered this issue and plans to conduct a separate rulemaking in the future to address shared use paths because they are also used for transportation purposes and may be subject to higher design standards.**" The Olympic Discovery Trail is a shared use path that

serves both a transportation purpose and a recreational purpose. Design standards that apply to Trails with Trails being a pedestrian route developed primarily for recreation purposes are only applicable to the Olympic Discovery Trail as the bare minimum standards that must be met. The Access Board was clear that a shared use pathway such as the Olympic Discovery Trail serves a higher transportation purpose as a through route for destinations outside the Park boundaries and not just a recreational route and is therefore subject to higher design standards for safety purposes and to minimize trail user conflict. Those higher standards that should be met for a shared use path are the standards developed by the American Association of State Highway and Transportation Officials (AASHTO) in their publication "Guide for the Development of Bicycle Facilities" and its implementing ordinances at the state level which in Washington State are found in Chapter 1020 of the Design Guidelines (WSDOT).

- The Guide for the Development of Bicycle Facilities (AASHTO) on Page 35 states that, "Under most conditions, a recommended paved width for a two directional shared use path is 10 feet. In rare instances, a reduced width of 8 feet can be adequate. This section goes on the state, "Under certain conditions it may be necessary or desirable to increase the width of a shared use path to 12 feet or even 14 feet, due to substantial use by bicycles, joggers, skaters, and pedestrians, use by large maintenance vehicles, and/or steep grades. Clallam County was required to obtain a design deviation from our funding agency (WSDOT and FHWA) in ODT Phase 1 in order to justify the minimum paved width of eight feet within Olympic National Park. Clallam County's proposal for a 12 foot wide trail is the minimum width of trail the County would consider to be safe for a shared use pathway that is combined with a parallel equestrian/hiking trail and would be the narrowest section of the Olympic Discovery Trail ever proposed for construction by the County.
- The AASHTO manual on Page 36 states that, "The minimum width of a one directional shared use path is 6 feet. It should be recognized, however, that one way paths often will be used as two way facilities unless effective measures are taken to assure one way operation. Without such enforcement, it should be assumed that shared use paths will be used as two way facilities by both pedestrians and bicyclists and designed accordingly." The Spruce Railroad Trail is currently used for two way travel but has insufficient width to support this type of use in a safe manner. The restored Spruce Railroad Trail will be a two way facility and must be designed with sufficient minimum width to support such use in a safe manner. It would be inappropriate in this EA to utilize standards that only apply only to recreational trails and one way trails when the Olympic Discovery Trail is a bi-directional shared use path, is utilized for transportation purposes and must therefore be designed according to the standards appropriate for a bi-directional shared use path.
- The initial surface needs to be wide enough (12 feet) and firm enough to support the equipment and machinery needed during restoration of the trail and tunnels. It is infeasible to consider accessing the tunnels and removing the accumulated rockfall at the tunnel entrances for the reconstruction work with anything less than standard road-building equipment. Barging such equipment across the lake and removing debris by barge is not practical. Even if the tunnel restoration were to be eliminated from a proposal, attempting to restore 4 miles of trail with features such as accumulated debris flows, stream crossings, and over-water structures would be impossible by hand or ATV-type equipment.

In summary, Clallam County Public Works feels that an 8-foot hardened surface width for bicyclists and wheelchairs with a 4-foot gravel shoulder for equestrian/hiker/mountain bike users is the minimum width needed for safety of user groups and to resolve conflicts between user groups. The proposed 12 foot width will allow for feasible restoration of the trail and tunnels.

Park Operations, Maintenance, Sustainability

- As stated under the Universal Accessibility issue, the trail must be capable of year-round maintenance. It is not expected that this includes keeping the trail open during (or after) extraordinary storm events, or periods of snow. The basic tenet of DO #42 is to provide the same level of accessibility to people with disabilities as is available to everyone else. Thus, during the normal course of a wet winter it would be expected that if an able-bodied person was able to use the trail, it should be maintained to be obstacle-free, firm, stable and slip-resistant for people with disabilities. To perform this maintenance within Park capabilities means that the trail must be capable of being utilized by typical road maintenance vehicles.

Cultural Resources

- With the Goal Statement of “Maintain, preserve, and interpret the buildings and cultural landscape including, but not limited to the Spruce Railroad Grade (LCMP)” it will be necessary to restore the Spruce Railroad Grade and its structures to their original width in order to preserve the cultural landscape. Any width of restoration less than 11-12 feet does not preserve the original width of the railroad grade. Any hard surfacing width less than 8 feet would not restore the appearance of the width of the railroad ties on the grade. The report by the cultural resource expert recommended by the Park cultural staff (Ward Tonsfeldt) stated that, “[The agreed-upon target width of 8' for the asphalt and 4' for the equestrian path would satisfy any interpretation of the Secretary of the Interior's standards for maintaining historic character, at least as far as width.](#)”

Economic Feasibility

- The County has proposed a trail design that is economically feasible in that it can be constructed with standard construction equipment. The County has 15 years of experience in constructing shared use paths such as the Olympic Discovery Trail and has examined project costs and determined that it is bringing or can bring sufficient economic resources to this project to allow this project to be completed. The County has proposed a trail that will be low cost in terms of maintenance cost with tested and proven construction materials that are in common use on thousands of miles of trail construction throughout the Country.