

Port Townsend Walking Map



Walking is one of the best ways to get around and enjoy Port Townsend. This map was developed to assist both residents and visitors alike in discovering the many trails, shortcuts, side-walks and quiet streets that exist in the town. Port Townsend was platted in the late 1800s and these right-of-ways provide the opportunity for the city's existing trail network. The routes shown on this map are all within those city right-of-ways, easements or on public property.

The suggested walking tours below showcase the wealth of places where pedestrians can enjoy the beauty of our town. Whether walking to the store, school, park, a friend's house, or just getting out in the fresh air, we hope this map will guide you to the most pleasant and pedestrian-friendly routes.

— Port Townsend's Non-Motorized Transportation Advisory Board

SAFETY NOTES—Please observe the following safety precautions:

- **Not all trails are regularly maintained.**
- **Off-street trails can be slippery when wet and may have loose soil.**
- **Some trails are steep with switchbacks.**
- **Walk against traffic on roads with no sidewalks.**
- **Be visible, wear bright colored clothing.**
- **Establish eye contact with drivers.**
- **Watch for turning vehicles.**
- **Look left, right and left again before crossing.**

Suggested Walking Tours

- Historic Downtown and Uptown** (1.5 miles)
Highlights: Pope Marine Park, viewpoint at end of Clay Street, Victorian homes, Uptown business district, Carnegie Library, Post Office (originally built to be the Federal Customs House), views of Port Townsend Bay, Haller Fountain, downtown shopping district.
Terrain: Mostly continuous sidewalks, lacking curb cuts in many places; uphill from Downtown to Uptown.
- Morgan Hill and Historic Homes** (2.1 miles)
Highlights: Galatea statue of Haller Fountain, Uptown business district, Victorian homes, Sather Park, sweeping water views, downtown shopping district.
Terrain: Stairs, steep hills, streets with and without sidewalks. Significant climb to reach top of Morgan Hill.
- Beach Walk and Fort Worden** (2.4 miles)
Highlights: Chetzmoka Park, views of Mount Baker and northern Cascades, Fort Worden State Park, Sather Park, Victorian homes.
Terrain: Rock and sand beaches (may not be passable at high tide), stairs, narrow steep dirt paths, streets without sidewalks, steep hill switchback to reach top of Morgan Hill.
- North Beach and Chinese Gardens** (3.9 miles)
Highlights: Chinese Gardens, wooded trails of Fort Worden, two historic cemeteries, Jefferson County Fairgrounds, views of San Juan Islands and Vancouver Island.
Terrain: Dirt paths (some wide and some narrow), streets without sidewalks, gravel roads, fairly level.
- Cappy's Trails** (3.2 miles)
Highlights: Wetlands, Quimper Wildlife Corridor (low lying green space that connects Fort Worden with Winona Wetlands), acres of quiet forest.
Terrain: Almost completely off-road, primitive wooded trails, myriad of paths, mostly flat.
- All Terrain and Western Port Townsend Loop** (7.3 miles)
Highlights: Larry Scott Memorial Trail, lesser known trails of Western Port Townsend, 35th Street Park, Port Townsend Golf Course, Kah Tai Lagoon Park.
Terrain: Multiuse trail, steep dirt trails, unpaved roads (can be muddy in winter), streets with and without sidewalks, some level stretches and some steep and abrupt hill climbs.
- ADA Accessible Routes**
Add these accessible extensions to an uptown or downtown loop.
Terrain: Flat or gentle grade except for F Street hill climb.

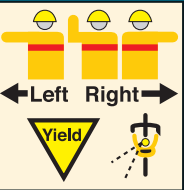
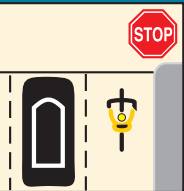


LEGEND

- Multiuse Pathway** These are wide paths (8–10 feet) and generally ADA accessible.
- Trails, Pathways and Shortcuts** These off-road routes vary from level gravel pathways to steep, narrow trails through the woods.
- Streets with Sidewalks** Suggested routes with sidewalks but not necessarily on both sides of the street. Some have curb ramps. Occasionally, there are obstructions like telephone poles and mailboxes.
- On-Street Routes** Suggested routes with no, or very intermittent, sidewalks. Some streets are not paved. These routes generally have low traffic volumes or wide shoulders.
- On-Street Routes – Use Caution** These routes are often the only direct way to get from one place to another. Use caution as they have high traffic volumes and little or no shoulder.
- Difficult Intersection** Indicates intersections on suggested walking routes where extra caution is advised.
- Beach Route and Waterwalk**

- Stairs
- Beach Access
- Viewpoint
- Steep Trail
- Restrooms
- Parking
- Swimming Pool
- Horse Corral
- Visitor Information Center
- Hospital
- Post Office
- Library
- School
- Cemetery
- Parks & Open Space

The Quimper Peninsula Bicycle Map

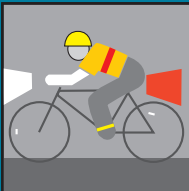


RCW 46.61.755 states:
Traffic laws apply to persons riding bicycles.

Obey all traffic signs, signals and laws.
Ride in the same direction as traffic.

Signal before turns and lane changes.
Check behind and ahead before turning.

Yield right-of-way to vehicles just as you would if you were a motorist.



Be visible day or night, wear bright clothes.

RCW 46.61.780 states:
At night you must have a headlight and taillight or red rear reflector.



Be courteous.

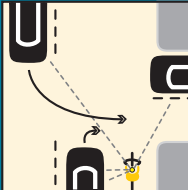
Audibly alert pedestrians as you approach.

Yield to pedestrians in the crosswalk.



Choose the best way to turn left:

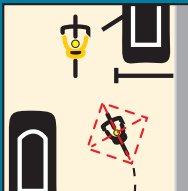
- LIKE a CAR—scan behind, yield, signal and when safe, move into the left lane and turn left.
- LIKE a PEDESTRIAN—dismount and walk your bike across the intersection in the crosswalk.



Ride defensively. Be aware of other vehicles.

Do not pass on the right.

CAUTION: Always watch for cars stopping or turning.



Ride predictably.

Leave adequate space between you and parked cars.

Be careful of opening car doors.

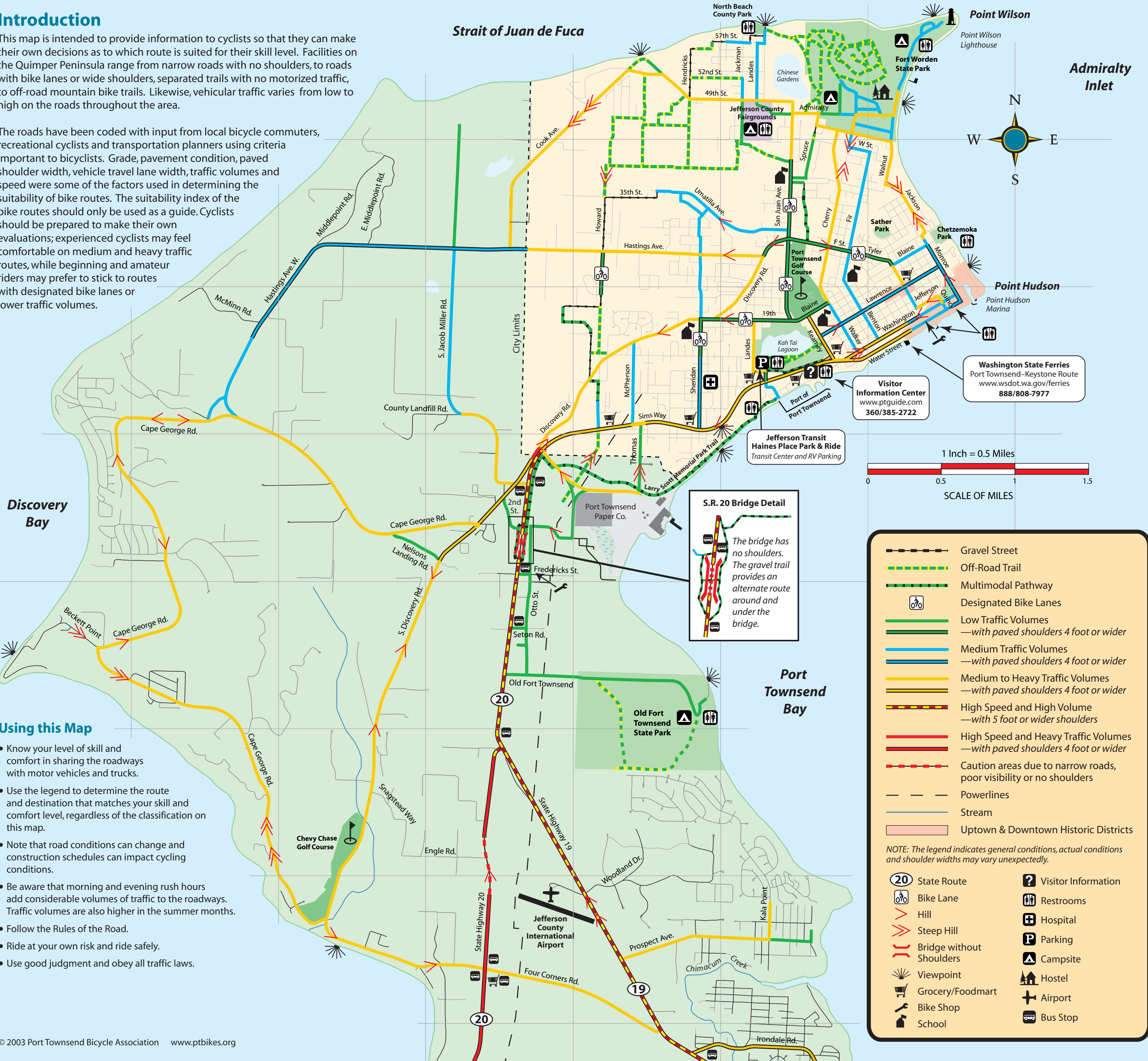
Do not weave in and out of parked cars and traffic.

Be Visible • Be Alert • Have Fun

Introduction

This map is intended to provide information to cyclists so that they can make their own decisions as to which route is suited for their skill level. Facilities on the Quimper Peninsula range from narrow roads with no shoulders, to roads with bike lanes or wide shoulders, separated trails with no motorized traffic, to off-road mountain bike trails. Likewise, vehicular traffic varies from low to high on the roads throughout the area.

The roads have been coded with input from local bicycle commuters, recreational cyclists and transportation planners using criteria important to bicyclists. Grade, pavement condition, paved shoulder width, vehicle travel lane width, traffic volumes and speed were some of the factors used in determining the suitability of bike routes. The suitability index of the bike routes should only be used as a guide. Cyclists should be prepared to make their own evaluations; experienced cyclists may feel comfortable on medium and heavy traffic routes, while beginning and amateur riders may prefer to stick to routes with designated bike lanes or lower traffic volumes.



Using this Map

- Know your level of skill and comfort in sharing the roadways with motor vehicles and trucks.
- Use the legend to determine the route and destination that matches your skill and comfort level, regardless of the classification on this map.
- Note that road conditions can change and construction schedules can impact cycling conditions.
- Be aware that morning and evening rush hours add considerable volumes of traffic to the roadways. Traffic volumes are also higher in the summer months.
- Follow the Rules of the Road.
- Ride at your own risk and ride safely.
- Use good judgment and obey all traffic laws.

SAME ROADS • SAME RIGHTS • SAME RULES



360/385-4777
800/371-0497
TDD: 800/833-6388

Jefferson Transit provides fixed route bus service to complement your walking and bicycling activities. All buses are provided with a bike rack that holds up to two bicycles and are available on a first come, first served basis. People transporting bikes on the buses are expected to be able to load and unload them without assistance, although it is a good idea to ask the driver to demonstrate the first time.

Please act sensibly and courteously when using the bike racks. Inform the driver when you are loading and unloading, as it is sometimes difficult for the driver to see the area immediately in front of the bus. If your bike is the last to be unloaded, please fold the rack into its upright position against the front of the bus.

Exploring Port Townsend

Walking, Bicycling & Transit GUIDE MAP

Exploring Port Townsend Walking, Bicycling & Transit GUIDE MAP



This map has been produced with many hours of volunteer help and the participation of the following partners:

- City of Port Townsend
- Port Townsend Non-Motorized Transportation Advisory Board
- Jefferson Transit
- Lodging Tax Advisory Committee
- Port Townsend Bicycle Association
- Jefferson County
- Port Townsend Chamber of Commerce

Port Townsend Non-Motorized Transportation Advisory Board
Dedicated to the creation, preservation and enhancement of the city's non-motorized transportation network.

The City of Port Townsend and the project partners disclaim responsibility for any injury, loss or damage suffered due to reliance on this map. No warranty is made, expressed or implied, of trail or roadway conditions for walking or bicycling.

Send comments and suggestions to:
City of Port Townsend, Waterman & Katz Building
181 Quincy Street, Port Townsend, WA 98368
www.ci.port-townsend.wa.us/
e-mail: explorept@ci.port-townsend.wa.us

MAP CARTOGRAPHY & GRAPHICS: David McCulloch 360/385-3912
GIS DATA/DIGITAL CARTOGRAPHY: Tyler Johnson
GRAPHIC DESIGN: Synthesis Graphic Design 360/385-2549
Printed on YUPRO 457 Text—Durable, waterproof, synthetic paper that won't tear/Recyclable (Class 5 plastics). For more information call 888 USE YUPRO.

Please volunteer and help plan, build and maintain our extensive trails system.



SUGGESTED RETAIL PRICE
\$5.00

