



## Project Summary 2012

SB-2012-WA-57084: **Chinook Scenic Byway All American Road Corridor Management Plan**

State Submission Date

Dec 9, 2011

Division Submission Date

not submitted

State Priority

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This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

### Application Checklist

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The following statements are for informative purposes. Please read and check each statement.

- I understand that this is a reimbursement program - funds are not available up-front.
- I have reviewed and responded to the Complete Application statements as outlined in the Grants Guidance.
- I have been in touch with the State scenic byway coordinator and have responded to recommendations or requirements of the State.
- I have verified with the State byway coordinator that this proposed project can receive authorization to proceed from the State and FHWA division before the end of the fiscal year for which the application is made.

### Project Category

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Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All-American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.
- Project along a State or Indian tribe scenic byway.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this application a resubmission of an unfunded project from a previous year?

- Yes
- No

## Project Location

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State(s) involved in project:

Washington

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

The byway follows SR 410 through the north boundary of Mount Rainier National Park, Mt. Baker-Snoqualmie and Okanogan-Wenatchee National Forests.

Briefly describe the project's location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

The CMP will include the entire 86 miles of the Chinook Byway AAR plus the gateway portals of the city of Enumclaw and the town of Naches, the communities of Greenwater and Cliffdale that encompass Chinook Pass, a national park and 2 national forests.

## Associated Byways

State	Byway Name
WA	Chinook Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
- No / CMP not available

## Congressional Districts

State	District	Representative (at time of application)
WA	4	Hastings, Doc
WA	8	Reichert, David G.

## Abstract

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### Project Description

Complete the sentence "This project will..." before adding remaining information.

This project will update and complete a Corridor Management Plan (CMP) for the entire 86 miles of the Chinook Byway, addressing all 14 CMP elements. It will also include an action plan for the byway over the next 10 years.

Designated an All American Road in 1998, a prior CMP was completed for the western portion of the Byway. This CMP will expand on this previous effort to include the section of the byway not included in earlier planning, and to update the CMP for the entire byway. This CMP will incorporate previous and ongoing planning, will engage stakeholders, and will focus on the byway traveler benefits.

## Byway Benefits

Complete the sentence "This project benefits the byway traveler by..." before adding remaining information.

This project benefits the byway traveler by defining the corridor for one of our nation's premier recreational byways. It will also benefit the byway traveler by identifying how this corridor will be managed, protected, preserved, and marketed as an All American Road into the future. The CMP will build on existing partnerships and plans. The CMP is anticipated to focus on improved wayfinding, traveler information, visitor services, and targeted capital improvements that will make this a "must see" destination for the byways traveler.

## Narrative

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### Project Summary

Completely describe all the major elements of your proposed project in a concise but complete summary.

What is the need for the project?

This project will update and complete the Corridor Management Plan for the byway. This is an exceptional roadway, with a portion of the byway named in honor of one of America's most influential leaders in public lands management, Stephen Mather, the first director of the National Park Service.

Today, the Chinook Scenic Byway is a critical facility contributing to the livability of communities in the corridor and the large section of Washington State that regularly uses the byway to access recreation in Mount Rainier National Park, National Forest Lands, and destinations including the Crystal Mountain ski area. The byway enriches the lives of visitors from around the world, and tourism supports hundreds of jobs in the corridor.

Several byway planning efforts have been completed for the roadway since initial planning began in the mid-1990's. The original designation of the Chinook Byway as an All-American Road was based on a collaborative set of design guidelines and management agreements for the Mather Memorial Highway between the US Forest Service, National Park Service, and Washington Department of Transportation.

From the initial planning efforts, a series of capital projects were completed on the Mather Memorial Parkway that included a series of very high quality interpretive sights, viewpoints, and trailhead improvements that significantly improved the visitor experience and character of the parkway.

In 1999, a partial Corridor Management Plan was completed that focused on the west end of the byway. This section of the byway included a major gateway community, and important public lands including state parks, recreational areas managed by the Army Corps of Engineers, and one of Washington State's most significant wildlife areas.

This partial Corridor Management Plan set forth a series of projects that have come to fruition: creating a board of directors for the byway from Enumclaw to Naches; developing a visitor map/brochure; developing a web site; and the establishing of a multi-agency visitor information center in Enumclaw which is set to break ground for construction in 2012.

The CMP extension and update described in this application will meet three major needs of the byway:

1. Engage stakeholders on the east side of the byway and develop a CMP for that section of the corridor;
2. Update the CMP information for west and central sections of the byway, to complete a current, corridor-wide CMP; and,
3. Develop a focused action plan of projects for the next ten years.

The focus of this CMP effort will be to identify specific projects, develop planning level budgets, and prioritize projects for implementation. Community outreach will be focused on new participants on the east side of the byway. The existing stakeholder group will provide guidance and leadership for updating the CMP sections for the west and central sections

of the byway. The revised CMP is anticipated to be completed in approximately one year following availability of funding.

The byway has been able to complete many of its management goals since the original designation of All American Road:

- As stewards of the byway, a working board has been active continuously since 2002, guiding projects and ensuring coordination between agencies and local stakeholders;

- The USFS and NPS have completed important visitor improvements along the roadway including the replacement of the iconic Chinook Pass gateway/pedestrian bridge;

- Groundbreaking for a multi-agency visitor information center in Enumclaw will occur in 2012. The 'Enumclaw Welcome Center' will provide critical service for trip planning along the Chinook Byway and visitor services available in the local community;

- A key map brochure to the byway was designed, printed and distributed. This full-color fold-out map featured a guide to the byway's intrinsic qualities and recreational opportunities; and,

- A byway web site provides travel information and trip planning support.

This project will provide direction for byway leaders and stakeholder partners as they seek grant funding and other support for byway improvements. It will ensure continued coordination in the partnership, emphasizing a seamless visitor experience as travelers make their way through the byway. Most importantly, it will develop the road map to maintain energy and direction for the byway as its committed stakeholders continue their work to protect this singular place, and enhance the visitor experience for byway travelers.

How will the project be completed?

The Chinook Scenic Byway Board of Directors includes representatives from Washington Department of Transportation, Washington State Parks, local communities, lodging providers, and major destinations, as well as non-voting honorary members of the National Park Service and the US Forest Service. The Board will lead the project, including hosting public involvement efforts, serving on working groups to develop elements of the plan, and maintaining connections with elected and agency officials.

A consultant will be hired to assist the committee in completing the planning process and the plan document.

The Corridor Management Plan process will include significant public outreach, especially to residents in the area of the byway that has not been included in previous planning efforts. The byway committee anticipates a series of public workshops and participation in subcommittee work to develop individual elements of the corridor management plan. The planning process will also include regional partners such as the White Pass National Scenic Byway to identify opportunities for cooperation and improved traveler experience for visitors in the Mount Rainier region.

An immediate project that will be part of this CMP will be the initial stages of a signage program that ties the byway together. The unique issue of having a parkway, the Mather Memorial Parkway, inside the Chinook Scenic Byway has led to confusion on how best to designate and promote this roadway.

The byway committee's recommendations for projects and priorities will be presented at public workshops throughout the byway corridor prior to completing the CMP. Once projects and priorities are established, the committee will adopt a work plan to guide the next set of projects for enhancing the byway and traveler experience.

## **Benefit to Byway Traveler**

Describe how the proposed project will benefit a byway traveler, add to their travel experience or fulfill an important objective of your CMP.

This project is completely focused on strategies to maintain and enhance the traveler experience for the next decade of the Chinook Scenic Byway All-American Road.

The update to the CMP will result in improved access to recreation, improved visitor communications, energized stakeholder support of the byway, and continued stewardship of the byway's outstanding intrinsic resources. The Mather Memorial Parkway section of the byway has needs for improved visitor services and resource protection. The sections of the byway located outside the boundaries of the Mather Memorial Parkway will focus on opportunities and project ideas to enhance the quality of the travel experience.

Enhanced opportunities for recreation outside of the national park and forest lands along the byway will contribute to the sustainability of those outstanding, but fragile, public lands, which are often impacted by very high use. An emphasis on the west and east sides of the road will also provide an opportunity to emphasize winter recreation, since the portion of the road through the National Park and some of the National Forest is seasonally closed.

Potential projects that will be identified and defined in the CMP Action Plan include: • Improved in-trip wayshowing elements;

- Improved access to recreation opportunities outside of the National Park and Forest Lands;
- Implementation of interpretive improvements for Federation Forest State Park; and,
- Strategies to maintain and refresh past investments, including needs for vegetation management associated with viewpoints and updates to visitor facilities.

This planning process will also allow further definition of the existing partnership between the Chinook All-American Road and White Pass National Scenic Byway. These two byways meet, and are also connected by a third Washington State Scenic Byway, SR 123 through Mount Rainier National Park. Many travelers follow itineraries that include two or all three of these roads as they visit the Mount Rainier region. The planning process will look at wayshowing and trip planning information for these roads from the traveler's perspective, improving their overall experience.

The Chinook Scenic Byway has made significant progress since its initial designation. Now, the CMP for the byway needs to be updated and completed, and a new set of projects identified to steward the intrinsic qualities that support an exceptional visitor experience, and develop projects to improve visitor facilities and access.

## **Prior Projects**

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Describe any relationship between this project and previously funded National Scenic Byways Program grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

In addition to the projects identified below, a 1997 Heritage Corridor Grant Proposal - ISTEIA grant request funded the "Chinook Byways" Corridor Management Plan from Enumclaw to the western portal of the Mather Memorial Parkway. A Corridor Management Plan Guidebook completed in 1999 resulted from this effort.

The byway received a FY 2000 National Scenic Byways Discretionary Grant to provide a vision for the byway from Enumclaw to Naches, to develop consumer travel research, to develop a media kit of a map/brochure of the byway, and to develop a website – all of which was accomplished.

## Project Coordinator

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Please provide contact information for a person responsible for this project.

Name: Bryan Bowden

Title: Community Outreach Planner

Organization: National Park Service

Address: 55210 238th Avenue East  
Ashford, WA 98304

Phone: (360) 569-6504

Fax:

E-mail: [bryan\\_bowden@nps.gov](mailto:bryan_bowden@nps.gov)

## Work Plan

Milestone/ Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Prepare RFP and select consultant	AAD + 2 weeks*	4 weeks	Chinook Scenic Byway Committee	The Chinook Scenic Byway will work with a consultant to complete the project. This task includes identification of desired consultant qualifications, advertisement, and selection of consultant for the project.
Prepare consultant scope of work and contract	AAD + 45 days*	4 weeks	Chinook Scenic Byway Committee	This task includes negotiation with the selected consultant to develop the scope of work, budget and schedule for completing the project.
Project kick-off workshop	AAD + 90 days*	1 day	Chinook Scenic Byway Committee	This workshop will set the direction and goals for the project, and allow the byway committee to organize the work plan for both volunteer and consultant portions of the project.
Intrinsic resources inventory update	AAD + 100 days*	2 weeks	Consultant	This task will review the intrinsic resources inventories from previous corridor management planning efforts and make any necessary updates or additions to reflect changed conditions. The inventory will also include areas not covered in earlier CMP's.
East side public outreach	AAD + 120 days*	60 days	Consultant and Chinook Scenic Byway Committee	This task includes a series of workshops with stakeholders on the east side of the byway who have not been actively involved in previous byway planning. The workshops will focus on intrinsic resources inventory, specific goals for this section of the byway, and opportunities and needs for enhancing the visitor experience.
Corridor Management Plan Update and Compilation	AAD + 120 days*	120 days	Consultant and Chinook Scenic Byway Committee	This task will develop a complete Corridor Management Plan for the byway, including combining existing CMP materials into a single coordinated plan, adding sections to cover the east end of the corridor, updating plan elements which are out of date, and filling in gaps from earlier planning efforts.

Milestone/ Task	Start Date	Duration	Responsible Party	Justification
Implementation and Action Plan	AAD + 240 days*	90 days	Consultant and Chinook Scenic Byway Committee	Based on the project opportunities and priorities identified in the corridor management planning process, this task will develop specific project and program activities for implementation. The task will develop planning level budgets for priority projects, identify roles and responsibilities for implementation, and develop a funding strategy for implementation. This task will include extensive work by byway stakeholders at the subcommittee level, likely including a communications and marketing committee, resource protection committee, and capital projects committee. Work plans developed at the subcommittee level will be brought back to the overall committee for coordination and prioritization.
Plan completion public outreach	AAD + 365 days*	90 days	Consultant and Chinook Scenic Byway Committee	This task includes public outreach workshops to validate the action strategies developed by the byway committee, identify oversights or concerns, and build support for implementation. In addition to public workshops, outreach activities will include briefings for elected officials and key staff for local governments, and senior agency leadership for participating federal agencies.

\* AAD = Actual Award Date (estimated to be May 01, 2012)

## Budget

### Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Project kick-off workshop	2,466	1,972	494
2.	Intrinsic resources inventory update	6,552	5,241	1,311
3.	East side public outreach	17,600	14,080	3,520
4.	Corridor Management Plan update and compilation	25,128	20,102	5,026
5.	Implementation and action plan	15,145	12,116	3,029
6.	Plan completion public outreach	7,481	5,984	1,497
<b>Total</b>		<b>\$74,372</b>	<b>\$59,495</b>	<b>\$14,877</b>

### Matching Funds

Source	Type	Description	Amount
National Park Service	Cash		14,877
<b>Total</b>			<b>\$14,877</b>

### Funding Allocation

Do the byways involved in the project cross any Federal Lands? (Check all that apply)

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

If this project is selected for funding, please indicate your preference for carrying out the project (check one):

- FHWA allocates the funds for the project to the State DOT
- FHWA allocates the funds for the project to one of the Federal Land Management agencies marked above (provide contact information below)
- FHWA allocates the funds for the project to an Indian tribe or tribal government (provide contact information below)

If funding should be allocated to a Federal land management agency or Indian tribal organization, please provide contact information for that organization:

Name: Bryan Bowden

Title: Community Outreach Planner

Organization: National Park Service

Address: 55210 238th Avenue East  
Asford, WA 98304

Phone: (360) 569-6504

Fax:

E-mail: bryan\_bowden@nps.gov

## Attachments

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Use this as a checklist to verify that all attachments are provided with your printed application.



**National Park Service Match Sponsorship Letter**

Provides documentation of the cash match for the 20% required to submit the application.

Digital version: [Chinook20%NPsmatchletter.pdf](#) (22.3 KB)



**Sponsorship form from the National Park Service**

The required WA state sponsorship match form indicating National Park Service will provide the 20% match.

Digital version: [certificationofsponsorshipNPS.pdf](#) (25.4 KB)



**Chinook Scenic Byway Volunteer Commitment Letter**

This letter provides documentation of volunteer commitments made by nine agencies and individuals to devote up to 460 hrs of volunteer time toward the Corridor Management Plan effort.

Digital version: [CSB - Time Commitment for CMP.pdf](#) (906.8 KB)



□ **Letters of Support from gateway communities and stakeholders.**

Letters of support from Mount Rainier National Park, the Okanogan Wenatchee National Forest, the Mt. Baker-Snoqualmie National Forest, Washington State Parks and Rec Commission, the City of Enumclaw (gateway community), the Town of Naches (gateway community), and the Crystal Mountain Resort (stakeholder). All indicate support and commitment for the Corridor Management Plan effort.

Digital version: [CSB Support Letters for Grant.pdf](#) (1.2 MB)



□ **Chinook Scenic Byway Features Map**

The Chinook Scenic Byway map shows features and recreational opportunities along the byway.

Digital version: [ChinookScenicBywayFeatures.pdf](#) (5.3 MB)



□ **Chinook Scenic Byway Location Map**

This map shows the location of the byway in the state, and the general route of the byway in relation to major communities and landmarks

Digital version: [chinook key map.pdf](#) (1.3 MB)



□ **RTPO Approval**

Local RTPO approval for the project, as required for submittal

Digital version: [rtpo form.pdf](#) (145.2 KB)

## Signatures

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### Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding. (This should be completed by the State's scenic byways coordinator.)

Please print name:	Title:
Signature:	Date:

### Matching Funds Certification

I certify that the matching funds for this project are available for use at the time of application.

Please print name: Jennifer D. Getz	Title: Program Analyst
Signature:	Date: