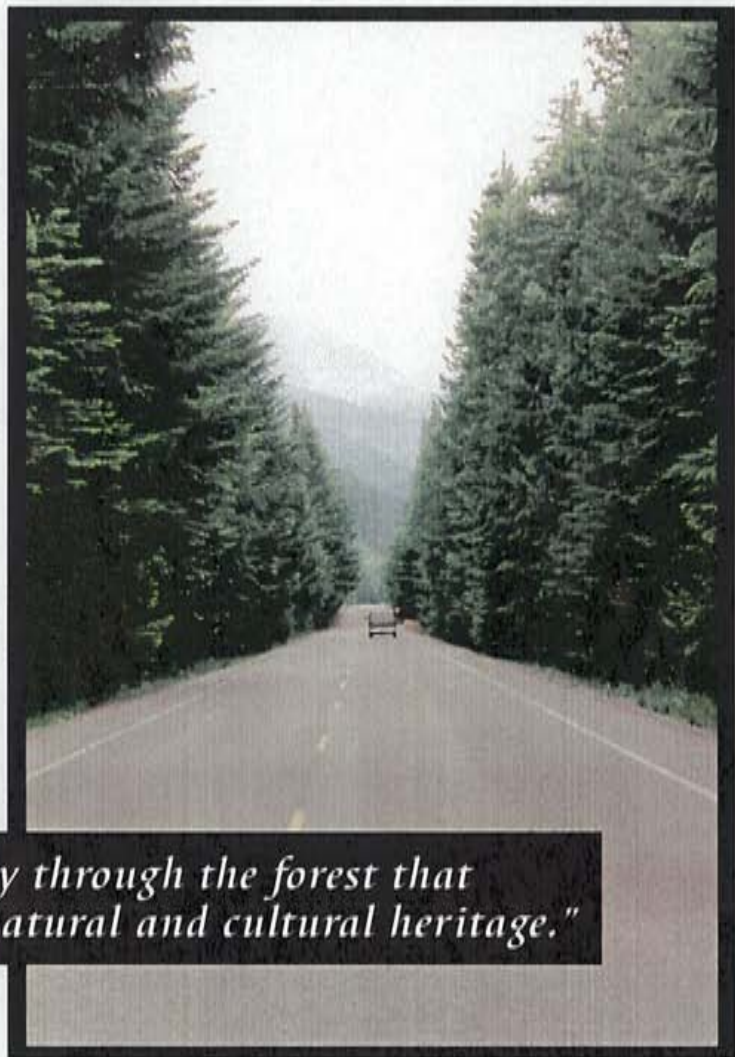


CHINOOK BYWAYS

A Part of SR 410 in Washington State

CORRIDOR PLANNING AND MANAGEMENT GUIDEBOOK



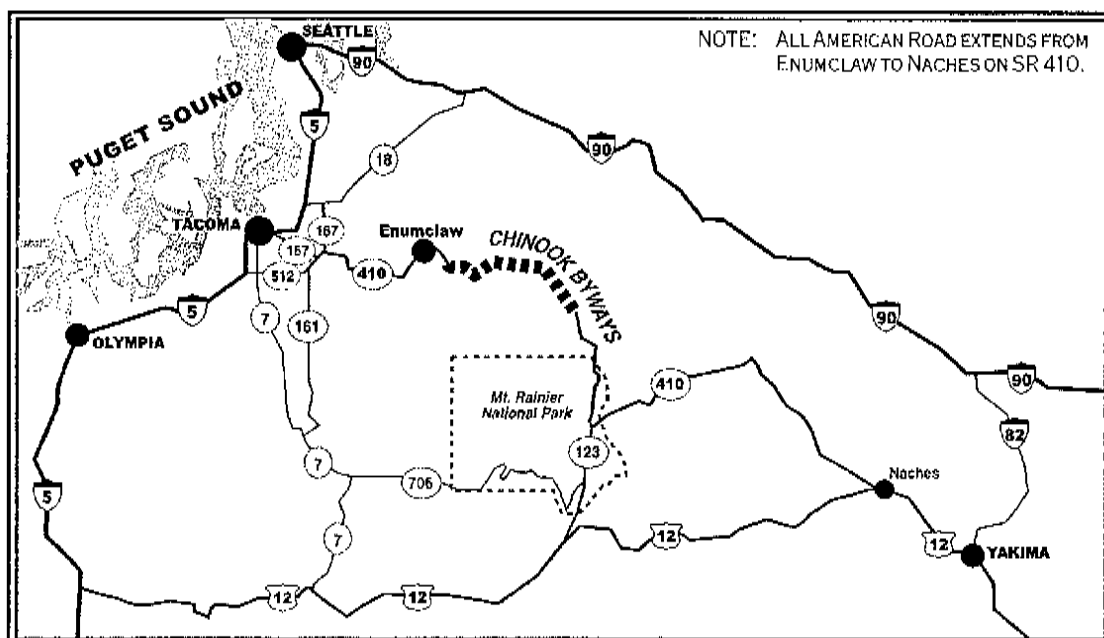
"A scenic journey through the forest that showcases our natural and cultural heritage."

CHINOOK BYWAYS

A Part of SR 410 in Washington State

CORRIDOR PLANNING AND MANAGEMENT GUIDEBOOK

OCTOBER 1999





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Chinook Byways Steering Committee Members

The following individuals dedicated their personal time over the course of the project to assist in developing the Guidebook.

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	Page
ES—EXECUTIVE SUMMARY	
Corridor Description	EX-1
Context Map.....	EX-1
A Typical Drive Through the Chinook Byways Corridor	EX-1
Contents of the Corridor Planning and Management Guidebook	EX-2
How and Why was This Guidebook Created?	EX-3
Excerpt from the Chinook Byways Corridor Vision	EX-3
Summary of Unique Qualities of the Corridor	EX-3
Summary of Marketing and Promotions Program	EX-5
Summary of Signing Program	EX-6
Summary of Interpretive Program and Design Guidelines	EX-6
Summary of the Action Plan and List of Recommended Action Items for the Corridor ..	EX-8
What Happens Next?.....	EX-11
 1—INTRODUCTION AND VISION	
Corridor Description	1-1
All American Road Corridor.....	1-1
Chinook Byways Vision Statement and Goals	1-1
Purpose of the Guidebook.....	1-3
Planning Process and Community Involvement.....	1-4
Completing the Guidebook is Only the Beginning	1-7
Planning and Community Involvement Process Diagram	1-8
Map of the Chinook Byways Corridor and the SR 410/Mather Memorial Parkway All American Road Corridor.....	1-9
 2—EXISTING CONDITIONS ANALYSIS	
The Overall Experience	2-1
Geology	2-2
Climate	2-3
Hydrology	2-4
Vegetation	2-4
Wildlife and Fish	2-5
Highway and Transportation Conditions	2-7
Land Use, Demographics, Regional Economy, and Tourism	2-9
Reference Materials for this Section	2-12
Map of Existing Conditions.....	2-15
 3—INTRINSIC QUALITIES ASSESSMENT	
What are Intrinsic Qualities?	3-1
Recreational	3-1
Cultural (Contemporary)	3-4

Scenic 3-4
 Natural 3-6
 Archeological 3-8
 Historic 3-9
 Historic Timeline 3-13
 Intrinsic Qualities Inventory Matrix 3-18

4—MARKETING AND PROMOTIONS PROGRAM

Introduction 4-1
 Review of Prominent Corridor Features 4-2
 Who Are the Target Markets? 4-3
 Marketing and Promotional Tools and Strategies 4-3

5—SIGNING PROGRAM

Purpose of the Signing Program 5-1
 Types of Signs Addressed by the Signing Program 5-2
 Signing Recommendations 5-2
 Implementing the Signing Program 5-8
 Compliance with Outdoor Advertising Controls 5-10

6—INTERPRETIVE PROGRAM AND DESIGN GUIDELINES

Interpretation Program 6-1
 Suggested Interpretive Facilities 6-7
 Making the Interpretation Program a Reality 6-9
 Design Guidelines 6-10

7—ACTION PLAN: PROJECTS, STRATEGIES, AND IDEAS FOR ACHIEVING THE VISION

How the Action Plan is Organized 7-1
 Anticipated Benefits of the Action Plan 7-1
 Important Issues and Considerations 7-3
 Recommended Action Items 7-4
 Top Priority Action Items 7-5
 Action Item List 7-5
 Implementing and Updating the Action Plan 7-22
 Action Plan Summary Table 7-24

8—NEXT STEPS: ONGOING CORRIDOR MANAGEMENT AND COORDINATION PROGRAM

Expanding and Strengthening the Corridor Organization 8-1
 Confirming the Identity of the Corridor and the Corridor Organization 8-3
 Broadening Interest in the Corridor—Bringing in More Stakeholders 8-4
 Potential Subcommittees 8-4



The Contacts List..... 8-5
 Building a Volunteer Support Base 8-5
 Ongoing Activities to Focus on 8-6
 Potential Funding Opportunities 8-6
 The Importance of Ongoing Public Participation 8-6
 Possible Structure of the All American Road Organization 8-10

A—APPENDICES

- A1—*Roadway Elements of the SR 410 Corridor Management Plan*, A Report by the Washington State Department of Transportation, August 1997
- A2—Summary of Compliance with Federal Highway Administration Required Corridor Management Plan Components
- A3—Mather Memorial Parkway Development Guidelines
- A4—List of Potential Funding Sources
- A5—Corridor Stakeholders and Contacts
- A6—Resources and Reference Materials

Corridor Description

The Chinook Byways segment of State Route (SR) 410 traverses the forested boundary shared by King and Pierce Counties along the White River. The corridor segment begins at Milepost 29.7, four miles east of Enumclaw, and continues through Federation Forest State Park and the historic community of Greenwater to Milepost 47.7, covering a distance of 18 miles. Chinook Byways corridor is the western segment of the All American Road that serves as a gateway to Mount Rainier National Park. For the purposes of this project, the corridor includes areas visible from the highway, recreational sites, and tourism destinations either directly accessible from the corridor, or located within a short driving distance.



Pedestrians walking along the highway

Context Map

The map on the title page of this document depicts the context of the corridor in western Washington.

A Typical Drive Through the Chinook Byways Corridor

A drive through the Chinook Byways corridor takes visitors from the bustling small town setting of Enumclaw and its pastoral outskirts, through the educational aspects of a “working forest” managed by the Weyerhaeuser Company, and then through the preserved natural forest lands of Federation Forest State Park. Eastward from the state park, visitors encounter the picturesque mountain community of Greenwater with a variety of services and facilities, as well as several historic buildings with rustic Cascadian architecture reminiscent of earlier days, and a stone monument commemorating the first party of pioneers to cross the Naches Pass.

East of Greenwater, the landscape along the corridor transitions to publicly owned and managed forestlands. Visitors access the Norse Peak and Clearwater Wilderness Areas of the Mount Baker-Snoqualmie National Forest.

A journey through the corridor is often one of anticipation, leading visitors to experiences and destinations beyond its boundaries. The highway becomes the Mather Memorial Parkway, a gateway to Mount Rainier National Park, established in 1899 as the fifth national park in the United States.



Mt. Rainier

Contents of the Corridor Planning and Management Guidebook

This Corridor Planning and Management Guidebook has been written to address the corridor management plan criteria established by the Federal Highway Administration (FHWA) for national scenic byways. The FHWA criteria ensures that a comprehensive, community-driven planning process is conducted for scenic byways.

The Community Guide to Planning and Managing a Scenic Byway, an FHWA publication, was closely followed for the Chinook Byways corridor planning process. This guide recommends a planning approach that is driven by community preferences and insights, resulting in a final product that successfully identifies the community's vision for the corridor and provides suggestions for making this vision a reality. The guide outlines 14 elements to be addressed by corridor management plans. For a list of these criteria, please refer to the Appendix.

The Chinook Byways Corridor Planning and Management Guidebook contains the following sections, which have been specifically written to address the 14 criteria of the FHWA guide:

- Vision statement and goals for the future of the Chinook Byways corridor;
- Description of existing conditions and Assessment of intrinsic qualities of the corridor (including natural elements such as water, topography, geology, and vegetation; prehistoric and historic activities; contemporary cultural events; recreational opportunities, and scenic qualities);
- Marketing and Promotions Program;

- Signing Program;
- Interpretive Program and Design Guidelines;
- Overview of the important issues and considerations related to the corridor;
- Action Plan outlining recommended strategies, programs, and projects that when implemented will help to make the community's vision for the corridor a reality;
- Anticipated benefits of implementing the Action Plan; and
- Recommended "next steps" for the corridor, including suggestions for ongoing corridor planning and management activities.



White River and forested landscape



How and Why was This Guidebook Created?

The Chinook Byways Steering Committee (CBSC), made up of local citizens, stakeholders, agency representatives, and technical experts, worked closely with a consultant team to prepare this Guidebook in accordance with FHWA guidelines for corridor management plans. A full description of the process for creating the Guidebook and important community involvement milestones is provided in Section 1, Introduction and Vision.

The Guidebook identifies unique and special features within the corridor and provides recommendations for enhancing, protecting, and promoting these features. The Guidebook will help communities within the corridor work together towards implementing the various recommendations of the Action Plan. The Guidebook is not intended to be a plan that creates additional management policies, regulations or restrictions on private property, beyond those that already exist under federal, state, regional, and local plans and regulations. This Guidebook is not a regulatory mandate; it is a recommendation.

Excerpt from the Chinook Byways Corridor Vision

Vision Statement

A scenic journey through the forest that showcases our natural and cultural heritage

The rich cultural heritage of the Chinook Byways corridor is reflected in the character of local communities and the responsible management of its abundant timber and water resources. A “caring for the land” ethic

will be highlighted and perpetuated while conveying its crucial influence upon past, present, and future corridor users.

The Chinook Byways Corridor Planning and Management Guidebook will promote the wise, effective, and safe use of this many-purposed transportation corridor and its associated economic products, natural features, unique heritage, amenities, and experiences. These special qualities of the corridor will be shared by tourists, travelers, and recreationists, as well as residents of the region. Informational, educational, and interpretive programs will be developed to preserve the integrity of the corridor and to promote stewardship.

Summary of the Unique Qualities of the Corridor

The Chinook Byways corridor possesses intrinsic qualities in all of the six categories recognized by the FHWA: recreational, cultural, scenic, natural, archeological, and historic. Some of the unique features of the corridor related to each of these categories are listed below.

Recreational

- Mud Mountain Dam recreation
- Trails for hiking, biking, and horseback riding
- Federation Forest State Park
- River and water-related recreation (fishing, rafting, boating)
- Relaxation in Greenwater
- Winter activities
- Other activities in the vicinity include rock hounding, rock climbing, mountaineering, wildlife watching, bicycling, photography, camping, and auto touring.



Picnic along the river front

Cultural (Contemporary)

- King County Fair
- Street Fair (Enumclaw)
- RAMROD (A Bicycle Ride Around Mount Rainier in One Day)
- Christmas Holiday Parade (Enumclaw)
- Pacific Northwest Scottish Highland Games
- Naches Trail Days and the Peaches and Cream Festival (no longer held, but there is local interest in reinitiating these events)

Scenic

- Forest diversity
- Views of Mount Rainier at eastern limits of Enumclaw
- Views of Mud Mountain Dam
- Potential Viewpoint of Mount Rainier at Milepost 35
- Federation Forest State Park old-growth forest
- Tall trees on both sides of the corridor
- White River views
- Meandering experience of drive

- Taho' the Elk image on the side of Mount Rainier

Natural

- White River and other water features
- Federation Forest State Park flora and fauna
- Climate provides four seasons
- Rugged topography
- Wildlife
- Geologic features
- Nearby wilderness areas and Mount Rainier National Park

Archeological

Most prehistoric human use of the area probably centered around migratory movements through drainage basins in association with hunting, fishing, and food gathering activities. Most identified archeological sites have been found in the basins of tributary streams of the Greenwater River, although a quarry site, stripped cedar, and a cave have been found in association with the mainstem of the river. Although homesteaders cabins, as well as logging and mining camps existed in the early history of the corridor, there are very few structural remains of these sites. The Christoff Cabin is one of the only standing remnants of this time period.

Historic

The historic events that took place in and around the Chinook Byways corridor include early to middle nineteenth century passage through the area by explorers and pioneers who recorded the events of their journey. An historic timeline listing important historic events is provided in



Historic Photo of White River Lumber Company Crew

Section 3, Intrinsic Qualities Assessment. Some of the most noteworthy historic events associated with the corridor are listed below:

- Theodore Winthrop's passage through the area in 1853 (Winthrop later wrote a book, *Canoe and Saddle*, about this journey.)
- The first wagon train crossing of Naches Pass in 1853
- White River Lumber Company history
- Mount Rainier Mining Company and the Storbo Road history
- Federation Forest State Park history
- Town of Greenwater

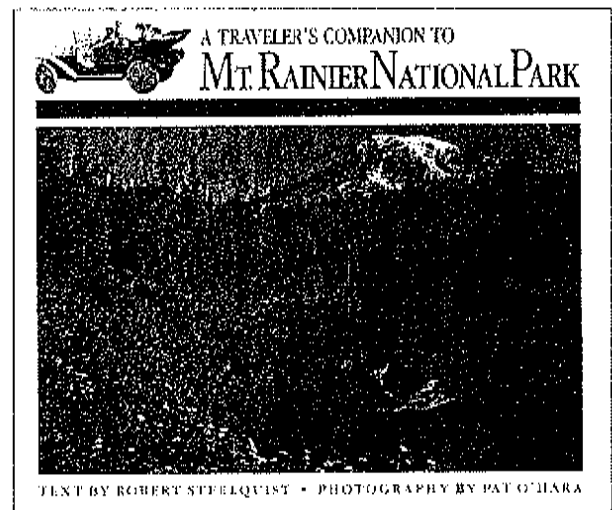
Summary of Marketing and Promotions Program

The purpose of the Marketing and Promotions Program is to recommend ways to increase awareness about the corridor and promote it to tourists and travelers. In addition to attracting visitors to the area, ongoing promotion of the corridor can generate opportunities for support and stewardship of the corridor, serve to protect its important natural resources and intrinsic

qualities through education, and generate opportunities for economic growth. The recommended Marketing and Promotions Program is described in detail in Section 4 of this Guidebook.

Recommended tools and strategies for marketing and promoting the corridor include:

- Creating a graphic identity through development of a logo and tagline;
- Developing an interpretive map within a brochure/poster;
- Media outreach;
- Creating a traveling display;
- Developing a speaker's kit;
- Designing and posting information on a website;
- Coordinating with existing tourism promotion programs; and
- Forming a subcommittee of the corridor organization to manage the ongoing and marketing and promotions program and stewardship activities.



Example of an interpretive travelers' guidebook

Summary of Signing Program

Signing along the byway should effectively communicate information to travelers while also minimizing adverse affects on the scenic values of the corridor. The Signing Program, presented in Section 5 of the Guidebook, summarizes the provisions of the Scenic Byway Logo Signing Guidelines published by the Washington State Department of Transportation (WSDOT). The Signing Program also summarizes applicable guidelines related to signing from the Development Guidelines for the Mather Memorial Parkway.

Types of signing addressed by the Signing Program include:

- Gateway signs
- Trailblazer (marker)/scenic byway logo signs
- Directional guide signs and advance warning signs
- Supplemental guide signs
- Interpretive signs/panels and historic/heritage markers
- Special feature/place name signs
- Milepost markers

Reducing “sign clutter” by considering where to eliminate redundant or repetitive informational signs and where to consolidate multiple signs on a single posts was identified by the Chinook Byways Steering Committee as an important goal of the Signing Program for the corridor.

The Signing Program also notes that in Washington, the Scenic Vistas Act of 1971 controls the level of outdoor advertising along state highways. Compliance with outdoor advertising controls is an important criteria for designated scenic byways under the Federal Highway Administration.

Summary of Interpretive Program and Design Guidelines

The interpretive program provides a plan for communicating the unique qualities and significant resources along the Chinook Byways corridor to visitors. The most significant stories relating to the six intrinsic qualities (scenic, natural, historic, cultural, archeological, and recreational) can be tied together with an interpretive theme, and then presented to visitors through a variety of ways. The recommended Interpretive Program for the corridor is presented in Section 6 of this Guidebook. Some of the suggested interpretive topics for the corridor include:

- Mount Rainier natural and cultural history
- The story of Taho’ the elk (image on the side of the mountain)
- Naches Trail
- Other trails
- Native American culture
- Pioneers/Settlers
- White River Lumber Company/
Weyerhaeuser Company



Historic photo of Enumclaw settlers in the late 1800s

- Mount Rainier Mining Company and the Storbo Road
- New Deal Era Projects
- Federation Forest State Park

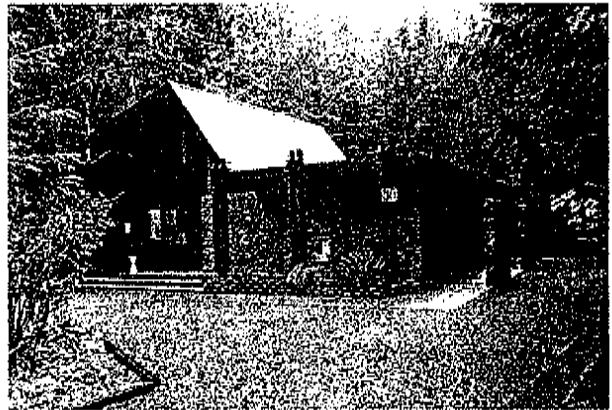
Suggested interpretive facilities include:

- New interpretive centers, including a new welcome/gateway center at the eastern limits of Enumclaw, an interpretive kiosk or shelter at the White River Mill site on Weyerhaeuser Company land, and an interpretive facility in the Greenwater vicinity;
- Renovation, expansion, and enhancements at the existing Catherine Montgomery Interpretive Center in Federation Forest State Park; and
- Wayside exhibits at specified locations throughout the corridor (refer to Section 6 of the Guidebook.)

The local communities along the corridor are supportive of extending the aesthetic concept of the Mather Memorial Parkway westward on SR 410, through the Chinook Byways corridor, to the outer limits of Enumclaw.

Recommended design details used on the Mather Memorial Parkway are described and illustrated in Development Guidelines for the Mather Memorial Parkway prepared by the National Park Service, included as an appendix to the Guidebook. Some of the elements that deserve special design consideration as part of extending the Mather Memorial Parkway concept include:

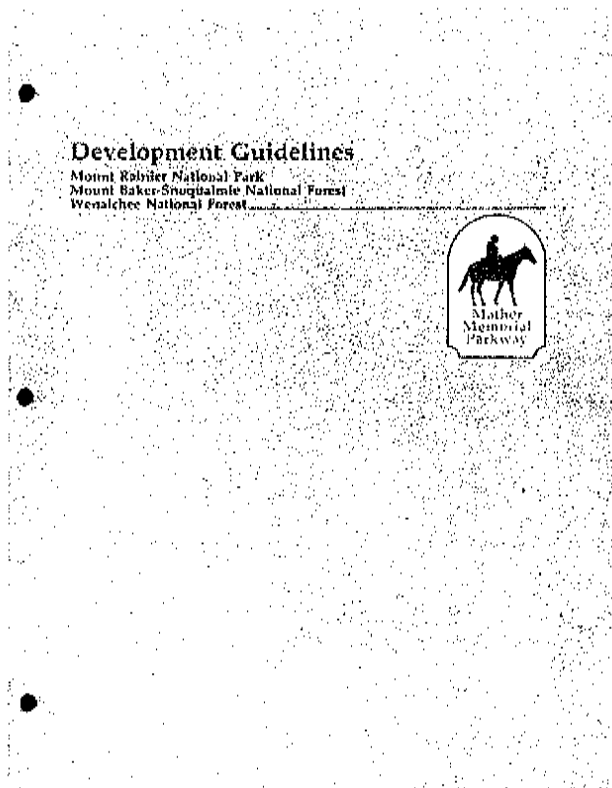
- Signs (other than directional and regulatory highway signs)
- Interpretive elements (wayside pulloffs with interpretive panels, interpretive/information kiosks, etc.)
- Bridges



Catherine Montgomery Interpretive Center

- Guardrails
- Trail markers
- Milepost markers
- Historical markers
- Roadside structures (retaining walls, freestanding walls, barriers, etc.)
- Landscaping
- Walkways and trails (primitive)
- Other elements that may be visible from the highway (restroom buildings, picnic shelters, fences, etc.)

The design theme for the Mather Memorial Parkway is “rustic Cascadian” characterized by native materials. Proportion, mass, and craftsmanship are key design elements that come together to give an organic quality that is harmonious with the surrounding context. Reference elements are architecture or structures that exist today that impart this image of “rustic Cascadian” design, such as elements built by the Civilian Conservation Corps in the 1930s, craftsman style buildings and elements from the 1920s and 1930s, rustic lodges and cabins, and existing features along the Mather Memorial Parkway including the stone walls and interpretive elements.



Development Guidelines for Mather Memorial Parkway
 The design guidelines are suggested approaches to retaining the scenic character of the corridor and extending the concept of the Mather Memorial Parkway. At this point the guidelines are not a mandate for areas outside the Mather Memorial Parkway, but compliance with the guidelines is strongly encouraged in order to create a consistent aesthetic throughout the corridor. Use of the design guidelines will help to ensure that the intrinsic qualities of the corridor are maintained and enhanced. The guidelines will also help to preserve and perpetuate the aesthetic, natural, and recreational values along the corridor, helping to instill a sense of pride and

stewardship for citizens of the area, as well as for visitors and travelers passing through.

Summary of the Action Plan and List of Recommended Action Items for the Corridor

The Action Plan for the Chinook Byways corridor is presented in Section 7 of the Guidebook. Subsections of the Action Plan include:

- Anticipated Benefits of the Action Plan
- Summary of Important Issues and Considerations
- Recommended Action Items
- Action Plan Summary Table
- Implementing the Action Plan

The benefits of implementing the action plan include:

- Preserving and enhancing intrinsic qualities
- Improving roadway safety and operations
- Balancing the needs of corridor users
- Preserving and enhancing the visitors' experiences
- Promoting and marketing the corridor

What Happens Next?

Recommended action items are listed on the following pages. The action items with a bold dashed line around them (5a and 5j) are considered to be the highest priorities by the Chinook Byways Steering Committee:

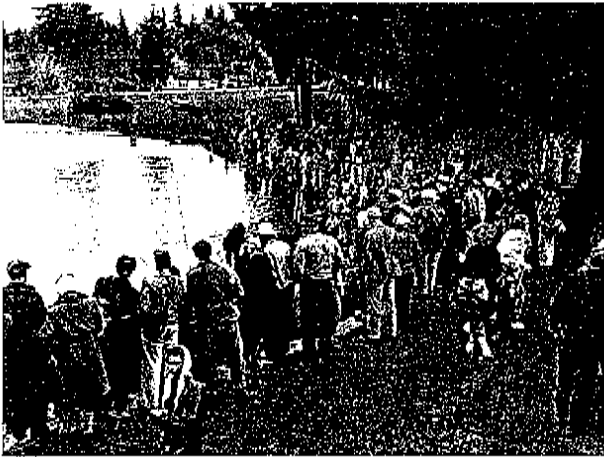
Guide-book #	Action Item Description
1	Expand existing corridor organization to include entire All American Road
1a	Select leadership board
1b	Confirm identity and coordinate logo design
1c	Organize subcommittees and assign responsibilities
1d	Coordinate with staff and elected officials from jurisdictions and agencies along the corridor; agencies may want to adopt all or portions of the Guidebook
1e	Coordinate with land managers on public use and accommodation issues
1f	Work with applicable agencies to monitor tourism/visitor levels (including river use) and associated impacts and benefits
1g	Coordinate with legislative representatives and members of the US Congress
1h	Participate with and coordinate with other current planning efforts and projects
1i	Periodically review and update the Action Plan
2	Implement ongoing community participation plan
3	Implement recommended marketing and promotions program
3a	Conduct specific consumer travel research to gain insight on traveler needs and preferences
3b	Create a graphic identity for the corridor: coordinate logo design and other supporting materials
3c	Prepare an Interpretive/informational brochure and map/poster for the corridor
3d	Coordinate with local media (newspapers, radio, television) to promote awareness of the corridor, including the development of a media kit
3e	Create a traveling display
3f	Develop a speaker's kit
3g	Design and post a website, link to other websites, and/or post information on other websites
3h	Coordinate with other existing tourism and promotion programs

Guide-book #	Action Item Description
3i	Form a subcommittee to manage ongoing marketing and promotions program, as well as corridor stewardship activities
3j	Organize self-guided tours of the corridor (audio and/or brochure tours)
3k	Support and sponsor community and youth projects and programs related to the corridor
3l	Support and sponsor arts and cultural programs and special events
3m	Re-initiate the Naches Trail Days Event
3n	Re-initiate the Peaches and Cream Festival to Celebrate the Annual Opening of the Pass
4	Implement the recommended signing program
4a	Gateway signs
4b	Trailblazer/scenic byway logo signs
4c	Directional guide signs/ advance warning signs
4d	Supplemental guide signs
4e	Interpretive panels/heritage markers (see 15)
4f	Special feature/place name signs
4g	Milepost markers
5	Implement the recommended interpretive program and develop new restrooms at some of the interpretive sites
5a	Develop welcome center/gateway interpretive center at the eastern edge of Enumclaw (western gateway)
5b	Develop wayside interpretation and pull-out/viewpoint near Milepost 25.2 at eastern edge of Enumclaw
5c	Develop interpretive/information kiosk at Pete's Pool Park
5d	Develop forest diversity interpretive center/interpretive kiosk at Weyerhaeuser Company property or Parker's Mill site
5e	Develop wayside interpretation and pull-out area near Goodwater Springs
5f	Develop wayside interpretation and pull-out/viewpoint area near Milepost 35

EXECUTIVE SUMMARY

Guide-book #	Action Item Description
5g	Coordinate with WSPRC on potential improvements/expansion at Catherine Montgomery Interpretive Center
5h	Develop wayside interpretation and pull-out area near Pioneer Rock Monument in Greenwater
5i	Develop wayside interpretation and restrooms at location in Greenwater, potentially at Community Center and/or DNR property (also see Action Item 15a.)
5j	Install wayside interpretation and restrooms at new Mount Rainier Viewpoint at eastern terminus of Chinook Byway
6	Educate others about and promote the recommended design guidelines for the corridor
7	Coordinate with WSDOT to implement recommendations from their 1997 roadway study
8	Coordinate with WSDOT to complete an updated transportation and traffic analysis
9	Coordinate with WSDOT to study the need for and feasibility of intersection improvements
9a	Mud Mountain Dam Road
9b	Federation Forest State Park entrance
9c	Greenwater area
9d	Forest Service Road 70
9e	Forest Service Road 74
9f	Crystal Village
10	Coordinate with WSDOT to improve striping and visibility on the highway
11	Coordinate with WSDOT to develop a bike route and related improvements on SR 410
12	Coordinate with WSDOT to implement a road sharing safety campaign for SR 410
13	Coordinate with appropriate land owners and agencies to develop a multi-use trail/pathway
14	Work with WSDOT and Greenwater Community to develop pedestrian crossings/traffic calming improvements

Guide-book #	Action Item Description
15	Coordinate with appropriate land owners and agencies to develop trailhead and possible restroom improvements at the following locations (15a-15e):
15a	Twin Creeks
15b	Slippery Creek
15c	Greenwater Community Center Trailhead for access to the Christoff Trail
15d	Naches Trail near Cliff Area
15e	Planned sno-park east of Himes Camp (trailhead for hiking, horseback riding in summer)
16	Improve boating, fishing, and rafting access points to the White River
16a	Take out area at Mud Mountain Dam (in another area of the park not generally open to the public)
16b	Bridge Camp
16c	Twin Creeks
16d	Federation Forest State Park
16e	Input area off of Forest Service Road 74
17	Manage roadside vegetation to maintain views of the working forest and beyond
18	Implement roadside and river clean-up programs along the corridor
19	Coordinate with the Watchable Wildlife Program
20	Coordinate with PSE on the potential relocation and/or screening of utility lines



Fishing Derby in Enumclaw—the community has expressed interest in re-initiating historic events like the Naches Trail Days

Section 8 of the Guidebook lists several “next steps” for ongoing corridor management and coordination activities. These include:

- Expanding and strengthening the corridor organization;
- Confirming the identity of the corridor and the corridor organization and reinforcing the identity;
- Broadening interest in the corridor by bringing in more stakeholders;
- Establishing subcommittees of the corridor organization for communications/media relations, grant writing, marketing and promotions, project implementation, and other activities;
- Maintaining a contacts list and data base;
- Building a volunteer support base;
- Implementing the action plan—a top priority; and
- Continuing with public participation and community involvement.

Once the above steps are underway and the expanded corridor organization is formed

and is meeting regularly, there are various activities that the organization should focus on as a continuous part of corridor management:

- Coordination with agencies and jurisdictions to adopt the recommended strategies and projects of the Guidebook;
- Expansion of the specific elements of the Guidebook to cover the entire corridor of the All American Road from Enumclaw to Naches merging with the Development Guidelines for the Mather Memorial Parkway;
- Coordination with appropriate agencies to pursue funding for projects and to manage planning, design, and implementation of these projects;
- Regular communications on the progress of meeting Guidebook goals, and



Forests framing the highway corridor

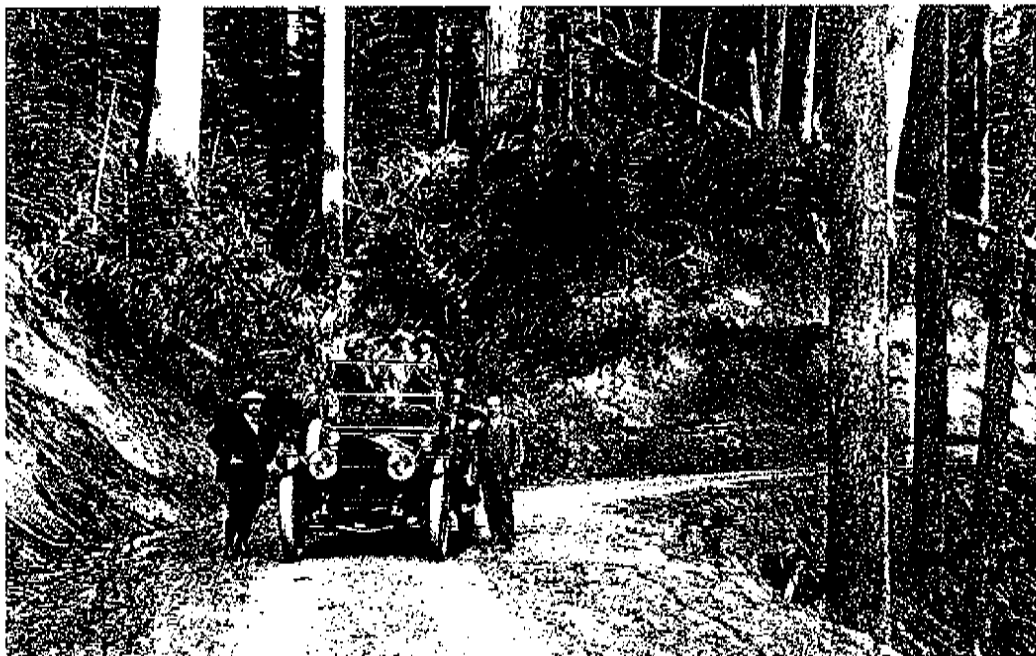
- completing action items through newsletters, possibly a website, newspaper articles (press releases) or other means;
- Sponsorship and support of activities and projects that reinforce the goals for the corridor; and
- Completion of updates of the Guidebook as needed.

Suggested tools for ongoing public participation and community involvement include:

- Newsletters;
- Press releases;
- News and radio announcements;
- Corridor board meetings;
- Corridor organization meetings;
- Outreach meetings with special interest groups, local elected officials, and others;
- Open houses;

- Workshops;
- Traveling displays with comment forms;
- Ceremonies, celebrations, and special events; and
- Internet website development.

All of these suggested tools and strategies for ongoing corridor planning and management will help to sustain the longterm well-being of the corridor and to ensure that the vision and goals established for the corridor by the community become reality.



The old road to Mount Rainier circa 1920s (original SR 410 corridor)

Corridor Description

The Chinook Byways segment of State Route (SR) 410 traverses the forested boundary shared by King and Pierce Counties along the White River. The corridor segment begins at Milepost 29.7, four miles east of Enumclaw, and continues through Federation Forest State Park and the historic community of Greenwater to Milepost 47.7, covering a distance of 18 miles. Chinook Byways is the western segment of the All American Road Corridor (see description below) and serves as a gateway to the Mather Memorial Parkway and majestic Mount Rainier National Park. For the purposes of this project, the corridor includes areas visible from the highway, recreational sites, and tourism destinations either directly accessible from the corridor, or located within a short driving distance.

All American Road Corridor

In 1998, the Federal Highway Administration designated the highway route from Enumclaw to Naches as an “All American Road,” the most prestigious level of recognition as a national scenic byway. The Chinook Byways segment of the corridor is the western-most portion of this All American Road route. The All American Road corridor spans 84.8 miles and includes



View of White River and hillsides beyond

SR 410 from Milepost 25.5 just east of Enumclaw to Milepost 110.3 at Naches.

The map included at the end of this section illustrates the location of Chinook Byways segment, as well as the entire All American Road Corridor from Enumclaw to Naches.

Chinook Byways Vision Statement and Goals

A scenic journey through the forest that showcases our natural and cultural heritage

Visitors and residents alike will realize the importance of the distinct landscape transitions and diverse qualities of the private and publicly-held forests.

The rich cultural heritage of the Chinook Byways is reflected in the character of local communities and the responsible management of its abundant timber and water resources. This “caring for the land” ethic will be highlighted and perpetuated while conveying its crucial influence upon past, present, and future corridor users.

The wise stewardship of year-round recreational opportunities will protect the natural beauty along this spectacular Pacific Northwest corridor. Hiking, bicycling, white-water sports, fishing, hunting, horseback riding, camping, cross-country skiing, snowmobiling, photography, wildlife viewing, berry picking, sight-seeing, and auto touring represent some of the more common recreational activities within the Chinook Byways corridor. The corridor will continue to serve as a gateway to Mount Rainier National Park and to Crystal Mountain, the surrounding wilderness areas, Naches Pass, and to regions east of the Cascades.

Tourism and associated economic benefits will be encouraged while minimizing



Scenic view along SR 410

impacts to rural lifestyles, industrial timber operations, and natural resources. Quality services provided by the local communities will support those who travel the highway.

The Chinook Byways Corridor Guidebook will promote the wise, effective, and safe use of this many-purposed transportation corridor and its associated economic products, natural features, unique heritage, amenities, and experiences. These special qualities of the corridor will be shared by tourists, travelers, and recreationists, as well as residents of the region. Informational, educational, and interpretive programs will be developed to preserve the integrity of the corridor and promote stewardship.

Vision Goals

- Establish a new, expanded organization for the corridor that includes members of the existing Chinook Byways Steering Committee, local, state, and federal agency representatives, business owners and citizens from the region, representatives from community groups and organizations, and others who are interested in the long-term management of the corridor. The new organization will develop a process for implementing the recommendations of the Corridor Planning and Management Guidebook and making the corridor vision into reality.
- Promote tourism and economic development in balance with preservation of intrinsic qualities, in part by providing adequate traveler and visitor services.
- Provide information about the full extent of available recreation opportunities and interesting sites to visit throughout the corridor, including guidelines for responsible use and activities.
- Provide an interpretive theme and develop an interpretive program compatible with other interpretive elements that identifies and describes the unique intrinsic qualities associated with the corridor.
- Create a consistent and compatible theme for signs, interpretive panels and other elements.
- Coordinate with ongoing and overlapping planning programs and efforts.
- Provide continued opportunities for public involvement and invite community participation in corridor planning, management, and implementation activities.
- Identify safety and efficiency deficiencies of the highway, and work with appropriate agencies to correct these.

Purpose of the Guidebook

The Chinook Byways Corridor Planning and Management Guidebook (Guidebook) is a corridor management plan prepared for the purpose of identifying unique and special features within the corridor. This Guidebook will also help communities within the corridor work together towards implementing the various recommendations in the Action Plan (refer to Action Plan and Next Steps sections for more information).



Mt. Rainier view from Western Gateway to corridor

How Will This Guidebook be Used?

It is envisioned that the guidebook will be used for the following purposes:

- As a comprehensive description of existing conditions and intrinsic qualities, including natural, archaeological, historic, cultural, recreational, and scenic resources. The description and assessment of these elements in the Guidebook provide a basis for developing a unifying corridor theme and implementing interpretive programs that reflect the corridor’s rich heritage.
- As a vision that will draw more people into the arena of activity, helping to make the plan a reality

- As a tool that provides recommendations for specific strategies and actions that can be implemented to improve, enhance, and sustain the corridor’s unique intrinsic qualities and the many enjoyable experiences it offers
- As a guide for solving existing problems along the corridor
- As a starting point for future corridor planning, management, and implementation efforts—the plan statement, goals, and strategies contained in this Guidebook serve as a common foundation for future corridor planning activities throughout the various jurisdictions. One option would be for applicable jurisdictions to adopt the full plan or portions of it as part of their comprehensive plans or other land management provisions.
- As a resource for future corridor organization(s) to refer to and draw ideas and information from related to potential funding sources, coordination with stakeholders, public involvement, and project implementation processes and responsibilities
- As a document that broadly and generally addresses a diversity of interests throughout the corridor—this Guidebook is a community-based planning document; it is not meant to be a technical study or detailed report.

This Guidebook is not intended to be a plan that creates additional management policies, regulations or restrictions on private property, beyond those that already exist under federal, state, regional, and local plans and regulations. The Guidebook recognizes the extent of existing regulations and standards as sufficient without

introducing additional controls. This Guidebook is not a regulatory mandate; it is a recommendation.

Who Will Use This Guidebook?

It is anticipated that the Chinook Byways Corridor Guidebook will be distributed widely, to people who are familiar with the characteristics of the corridor, as well as to people who are not familiar with the area. The Guidebook will help guide the corridor organization in future planning and management efforts related to the corridor. Local agencies may review the Guidebook and integrate applicable portions into their comprehensive plans. Organizations, chambers of commerce, and citizen groups may find a project or idea in the Guidebook to pursue as their special interest.

Information from the Guidebook may be used in grant applications or funding proposals. The Guidebook includes comprehensive information about the unique characteristics of the corridor, so that funding decision-makers and others who may not be familiar with the corridor can gain a better understanding of its important features.

Planning Process and Community Involvement

The Chinook Byways Steering Committee (CBSC), made up of local citizens, stakeholders, agency representatives, and technical experts, worked closely with a consultant team to prepare this Guidebook in accordance with Federal Highway Administration guidelines for corridor management plans.

The CBSC began as an “offshoot” of the Recreation Committee that developed from the Enumclaw 2000 Strategic Plan in the mid-1990s. The Enumclaw 2000 Strategic

Plan was a citizen based effort to bring people together and preserve the quality of life on the Enumclaw Plateau. A major purpose of the plan was to encourage efforts to reinforce the agricultural economy and rural character of the plateau and the health and vitality of the traditional small city of Enumclaw while resisting suburban sprawl.

Recognizing the importance of SR 410 and the Enumclaw area as a gateway to Mount Rainier National Park and the potential expansion of tourism, recreational, and economic development opportunities, representatives from the CBSC applied for a scenic byway grant from the Federal Highway Administration and received funding to create a corridor management plan in 1997. Work on this Guidebook began in late 1997, and over the course of approximately 18 months, the CBSC and members of the consultant team met monthly to discuss project status, to plan project-related events, and to develop sections of the Guidebook.

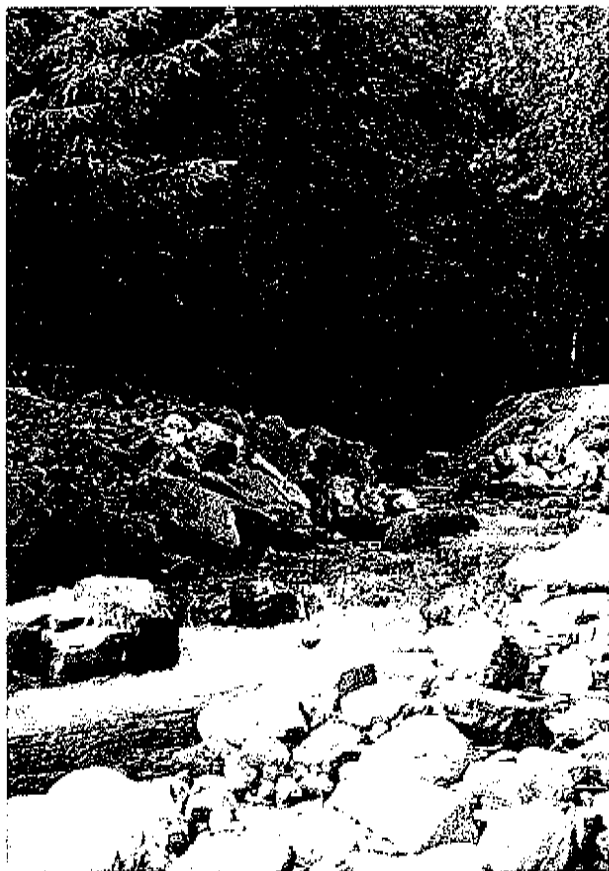
The first step in the process was the creation of the vision statement and goals for the corridor. Next, an inventory of the intrinsic qualities of the corridor was compiled. Members of the CBSC divided into subcommittees to review and compile intrinsic qualities under the six categories recognized by the Federal Highway Administration’s scenic byway planning process:

- Recreational
- Cultural (Contemporary)
- Scenic
- Natural
- Archeological
- Historic

The Federal Highway Administration defines “intrinsic qualities” as the resources present along a byway that define its character, interest, and appeal. Intrinsic qualities are the recreational, cultural (contemporary), scenic, natural, archeological, and historic resources along a byway that provide the drawing power and interest for visitors.

Concurrently to the intrinsic quality inventory and assessment, existing conditions along the corridor were analyzed, including existing roadway conditions, land uses along the corridor, and other existing characteristics.

Once the intrinsic qualities and existing conditions were analyzed, programs, strategies, and action items were developed to preserve the unique features of the



Picturesque scenery is abundant throughout the corridor

corridor and enhance the visitor’s experience.

The planning process for creating the Guidebook and important community involvement milestones are illustrated in the diagram at the end of this section.

Community Involvement Activities

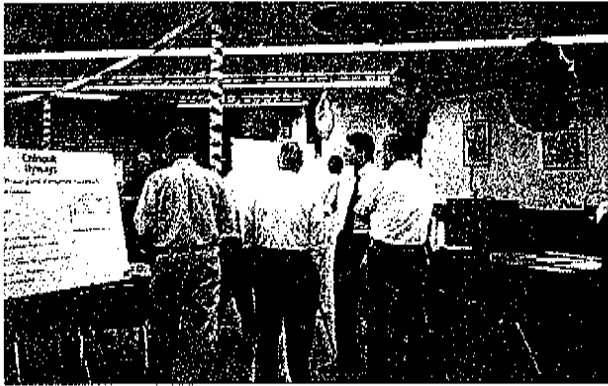
This section describes community involvement activities that occurred during the planning process.

Corridor Display and Survey, Crystal Mountain, December 1997

Maps, photos, the vision statement and goals for the corridor were displayed in the lodge at Crystal Mountain on December 20, 1997. Questionnaires were distributed that asked skiers to provide information about their experiences related to the drive up the corridor on that day. About 30 responses were received, and the information was then integrated into the planning process. Some of the most frequent comments focused on the need for more restrooms and pull-outs. There were several comments about the scenic beauty of the corridor and a strong interest in the possibility of installing interpretive panels along the corridor covering a variety of historic and natural topics. Another frequent comment was the need for additional visitor information.

Informational Flyer, April and May 1998

An informational flyer was posted around Enumclaw and Greenwater in April and May 1998. The flyer provided information about the corridor and the planning work in process and invited people to attend the upcoming community meeting in Enumclaw. This flyer was also mailed to all people on the corridor stakeholders/contacts list.



Community Workshop, May 1998

Community Workshop, Enumclaw, May 1998

A community workshop was held at the Enumclaw Senior Center on May 21, 1998. Maps and information about the project, including a summary of intrinsic qualities and existing conditions along the corridor were displayed at the meeting. Meeting attendees were asked to make comments on the maps addressing areas of concern, potential improvements and other ideas for the corridor.

All American Road Announcement/Celebration, Crystal Mountain, June 1998

The Washington State Department of Transportation Heritage Corridors Program and other sponsors held an event to celebrate the designation of SR 410/Mather Memorial Parkway as an All American Road, on July 17, 1998. Although not a direct activity of the Chinook Byways planning process, the event enabled stakeholders to come together and exchange ideas and information about the future of the corridor.

Fall Potluck to Celebrate the All American Road Designation, Greenwater, November 1998

A fall potluck was sponsored by the Chinook Byways Steering Committee on November

5, 1998 at the Greenwater Community Center. The potluck provided an opportunity for stakeholders of the corridor to “break bread” together and share thoughts and ideas for the future. The meeting resulted in the formation of a core group of individuals interested in being part of the ongoing corridor organization. Another outcome of the meeting was the commitment by some members of the group to be “ambassadors” to the east side in a Spring 1999 meeting that would involve corridor stakeholders in the Yakima and Naches areas.

Enumclaw Chamber Board Presentation, January 1999

Chinook Byways representatives were invited to make a presentation to the Enumclaw Chamber of Commerce Board on January 20, 1999. After the presentation, members of the board were asked to provide input on strategies and action items to be included in the Action Plan of this Guidebook.

Community Workshops, Greenwater and Enumclaw, February 1999

Two community workshops were held in Greenwater and Enumclaw in February 1999. A general presentation was made and then workshop participants were invited to ask questions about the planning process and the corridor in general. Then, participants were asked to provide ideas about potential projects and strategies to be included in the Action Plan portion of the Guidebook.

Naches Meeting, March 1999

On March 13, 1999, members of the CBSC met with representatives from the Naches and Yakima areas to discuss the potential structure of an All American Road organization and the need for consolidated

visioning and planning for the entire SR 410 corridor, from Enumclaw to Naches.

Two Newsletters: Late Summer 1999 and Winter 1999/2000

A newsletter will be developed and distributed to announce the completion of the Guidebook and to let people know where it will be displayed for public review and how they can get involved in ongoing corridor management and planning activities. A newsletter in the same format will also be developed and distributed in the winter of 1999/2000 to report on the progress of implementation of the Action Plan and activities of the newly formed All American Road organization.

Traveling Display Beginning in Late Summer/Fall 1999

The final draft of the Corridor Planning and Management Guidebook will be displayed at various community locations in Enumclaw and Greenwater, along with boards illustrating a corridor map, photos from the corridor, and important aspects from the Guidebook. Public comment forms will be provided with a special section inviting people to join in ongoing management and planning efforts related to the corridor.

Completing the Guidebook is Only the Beginning

The completion of the Chinook Byways Corridor Planning and Management Guidebook is only the first step towards future planning and management of the All American Road corridor. The future of corridor planning and management efforts will evolve over time, but an important next step will be the formation of an expanded corridor organization to carry the vision, goals, and action items forward.

Please refer to the *Next Steps* section of the Guidebook for the recommended *Ongoing Management and Coordination Program* for the corridor.

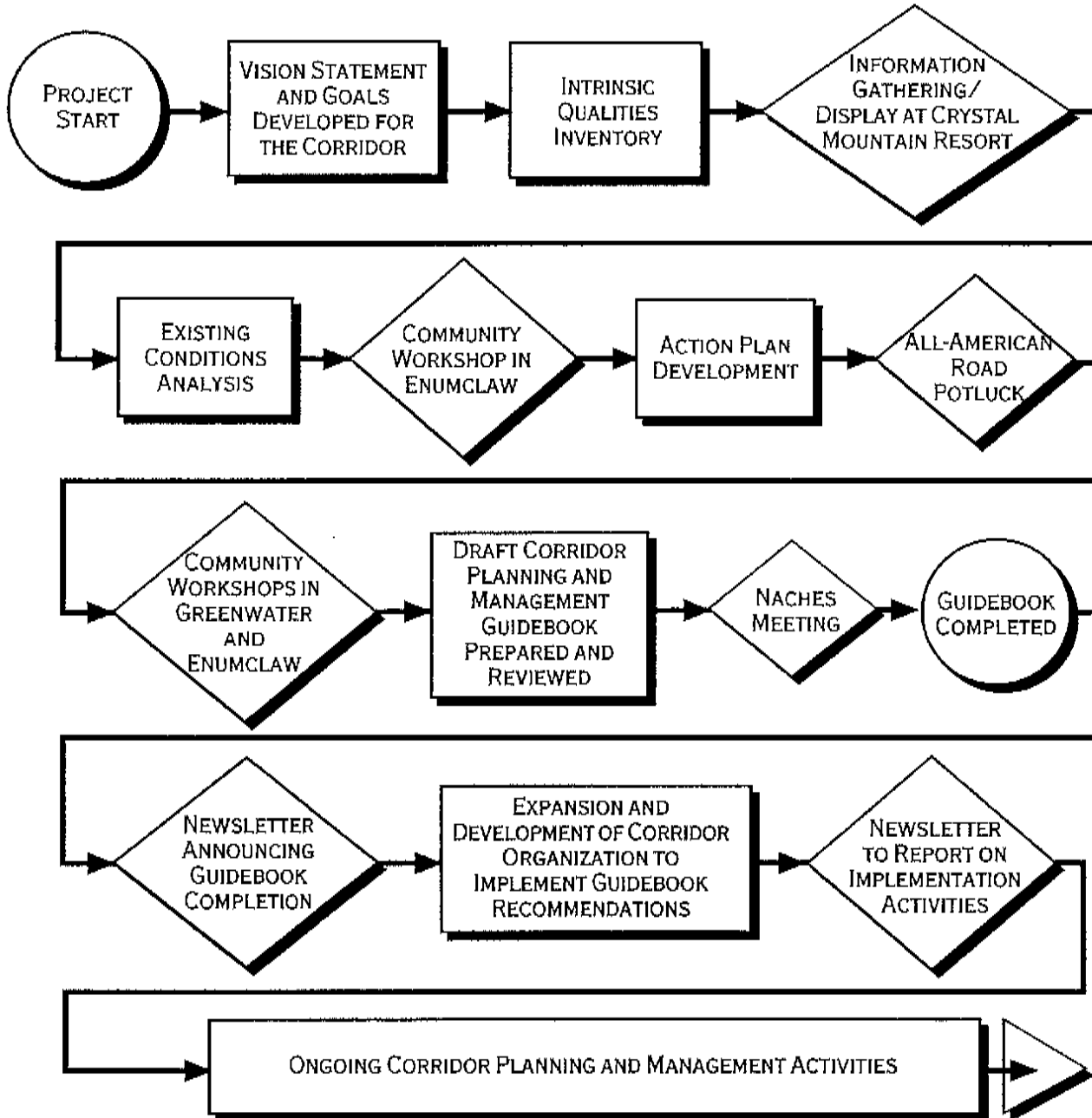
Planning Process and Community Involvement Program Diagram

The diagram on the following page illustrates the overall planning process for developing the Chinook Byways Corridor Planning and Management Guidebook and the community involvement milestones that occurred during this process.

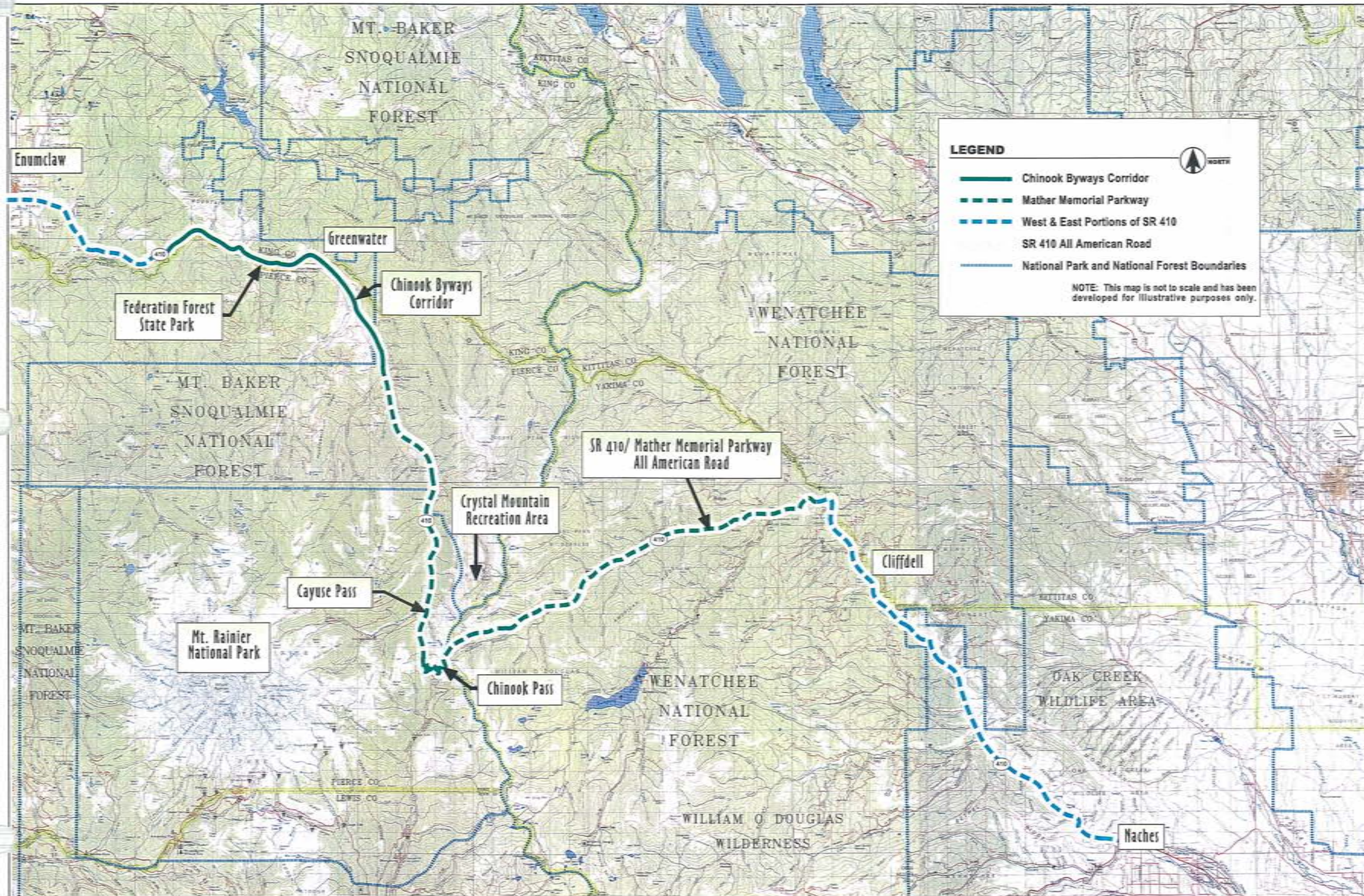
Planning and Community Involvement Process Diagram



COMMUNITY INVOLVEMENT MILESTONES
 NOTE: MONTHLY STEERING COMMITTEE MEETINGS WERE HELD THROUGHOUT THIS PROCESS



Introduction/Vision
Corridor Context Map



The Overall Experience

The Chinook Byways corridor offers a wide variety of things for visitors to do and see. The diversity of natural and working forests, changing landscapes throughout the corridor, and an abundance of recreational, historic, cultural, and scenic resources, offer many unique experiences for area residents as well as visitors.

A drive through the corridor takes visitors from the bustling small town setting of Enumclaw and its pastoral outskirts, through the educational aspects of a “working forest” managed by the Weyerhaeuser Company, and then through the preserved natural forest lands of Federation Forest State Park. Eastward from the state park, visitors encounter the picturesque mountain community of Greenwater with a variety of services and facilities as well as several historic buildings with rustic Cascadian architecture reminiscent of earlier days and a stone monument commemorating the first party of pioneers to cross the Naches Pass.

East of Greenwater, the landscape along the corridor transitions to publicly owned and managed forest lands. Visitors can access the Norse Peak and Clearwater Wilderness Areas of the Mount Baker- Snoqualmie National Forest near the western terminus of the Chinook Byways corridor.

A journey through the corridor is often one of anticipation, leading visitors to experiences and destinations beyond its boundaries, primarily because the highway becomes the Mather Memorial Parkway, a gateway to Mount Rainier National Park, established in 1899 as the fifth national park in the United States. Over two million people visit Mount Rainier National Park annually.



Stone monument commemorating the first wagon train crossing of Naches Pass

The corridor also provides access to various year-round recreational opportunities, including river access, trails, campgrounds, sno-parks, Crystal Mountain Ski Area, and other destinations. Yet the rich history, scenic diversity, and recreational resources of Chinook Byways continue to provide increasing opportunities for visitors, reinforcing this segment of the SR 410/All American Road corridor as more of a destination in and of itself.

By looking at the existing conditions of this corridor, including geology, climate, vegetation, water, wildlife and fish, and other aspects, the important natural resources of the byway can be identified. By studying the towns, land uses and activities,



Historic photo of Park Company tent camp at White River

roadway safety and operations, and the heritage of the area, the past and present uses of these natural resources can be better understood. With this knowledge, suitable strategies can be developed for achieving a balance between increased tourism and recreational uses associated with the corridor and the important need to preserve the unique qualities and the cherished rural way of life for the communities within the corridor.

Geology

Traveling east on SR 410, there is a visible transition from the Plateau to the Cascade Range with spectacular views of Mount Rainier. The Chinook Byways corridor follows the course of the White River and is surrounded by mountains including Grass Mountain and Huckleberry Mountain to the north, and The Three Sisters, Carbon Ridge, and Huckleberry Ridge to the south.

The corridor continues within the White River Valley, eventually ascending to the east toward the 14,411-foot-high Mount Rainier. One of the great mountains of the world, Mount Rainier is the largest in the Cascade chain of volcanoes extending from California to the Canadian border.

Perhaps the most interesting aspect of the geology of the corridor is that Mount Rainier is still an active volcano. As recently as 1963 a large rock slide fell from the face of the Little Tahoma peak of the mountain, slid down the Emmons Glacier, and came to rest near the White River campground. A study completed in 1994 alerted people in the Puget Sound Region to the fact that eruptions, edifice failures, glacier outburst floods, mudflows, rock slides and earthquakes are all possibilities that could result from the volcanic activity of Mount Rainier.

Local communities surrounding Mount Rainier, as well as Mount Rainier National Park, have developed emergency management provisions. Ongoing planning related to the SR 410 corridor and the region in general should continue to consider the potential implications of volcanic activity of the mountain.

Mount Rainier is covered with twenty-six glaciers and u-shaped valleys radiating from the mountain in all directions. The rock is unconsolidated, soft and often sandwiched between layers of volcanic ash. At lower elevations, soils are composed of poorly sorted glacial till, colluvial deposits, and volcanic tephra.

Mount Rainier stands on the eroded wreckage of older volcanoes, the oldest being the Ohanepecosh formation, a thick series of dark andesite lava flows and light-colored sedimentary rocks formed from the eroded debris. Within these sedimentary rocks, fossils of palms and other trees indicate a much milder climate once existed. A second episode of volcanic activity produced light colored volcanic rocks mostly rhyolite volcanic ash called the Stevens Ridge formation. This was invaded by a large mass of granitic magma which intruded the older rocks and erupted new

rhyolite. The magma rose and intruded the cover of volcanic rocks that then crystallized as a mass of granite called the Tatoosh pluton. Sometime around one million years ago, more eruptions began to build the Mount Rainier we now see. Canyons were filled with lava flows and as the surrounding, older rock eroded, the existing ridges that radiate out from the mountain were formed. During the last ice age, large glaciers further carved and shaped Mount Rainier. The White River Valley was filled with these ice forms that extended from Mount Rainier to the Puget Sound lowlands.



View of the White River from near Mud Mountain Dam

When eruptions and lava flows meet the glaciers, catastrophic floods and mudflows resulted from the melting snow and ice. Geologists theorize that a collapse in the former summit of Mount Rainier created the Osceola Mudflow approximately 5,800 years ago. The Osceola was one of the largest mudflows known to have occurred on earth, extending northwest of Mount Rainier through the White River Valley, covering 100 square miles of Puget Sound lowlands with mud and debris, including the present site of Enumclaw. It is believed that prior to the collapse of the summit and

the mudflow, Mount Rainier was about 2,000 feet higher than the present summit.

The corridor follows the mudflow along the floor of the White River Valley from Greenwater to Enumclaw. In exposed roadcuts, the mudflow deposits look like glacial till. They are a mixture of large and small rock fragments evenly mixed without layers. Most of this rock is dark andesite of the Ohanepecosh formation, typically mixtures of ash and rock fragments called agglomerates that contain boulders much like glacial moraines, but geologists can distinguish the two by deciphering the events that created them.

Climate

The climate is generally subalpine, west-coast marine type, with a dry season and very pleasant temperatures during the summer, generally mild but rainy winters, with the rain freezing to snow at the higher elevations along the corridor. During winter, storms move in predominately from the southwest, off the Pacific Ocean, and deposit tremendous amounts of precipitation on Mount Rainier and surrounding lowlands. Above 2,500 feet, the majority of this precipitation falls as snow. Sunrise, located east of the corridor



Winter scene along the corridor

in Mount Rainier National Park, at 6,400 feet, typically receives 20 to 30 feet of snow on average in the winter.

Hydrology

The Chinook Byways corridor follows the White River which is fed from the Emmons, Fryingpan, and Sarvant Glaciers high on Mount Rainier. It is one of five major river drainages in Mount Rainier. As a glacial stream, the White River carries a high suspended sediment load and periodically transports a large amount of bedload.



View of the White River along SR 410

The river is joined by the Greenwater River and the Clearwater River, as well as numerous smaller creeks like Twin Creeks and Slippery Creek. The White River flows west into the Puyallup River which drains into Puget Sound near Tacoma.

The snow melts of spring and early summer, and sometimes autumn when warm air hits

early snow, create a large amount of runoff and occasionally cause some flooding. Because the glacially-fed river carries large sediment loads, it frequently changes channels causing wash-outs on roads and trails which have not been stabilized. Numerous overflow channels have created perennial streams that now contain resident fish populations and are biologically productive.

In addition to the White River, other water features in the area are Greenwater Lake and Lonesome Lake. Several small lakes are located north of Mill Pond and in the Clearwater Wilderness area. Goodwater Springs and Mule Springs are sources of fresh water along the corridor. Numerous wetlands along the edges of these water features and in other areas along SR 410 vary in size from larger areas like Bear Swamp, to smaller ditches along the road.

Vegetation

Forest Diversity

Traveling east on SR 410 from Enumclaw, there is a transition from the predominantly non-native decorative suburban landscape, through the agricultural rural landscape, and into the native northwestern forest. The Chinook Byways corridor is predominantly lowland forest. This primarily coniferous forest is dominated by Douglas-fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*) with the occasional stand of grand fir (*Abies grandis*) and noble fir (*Abies procera*).

In the lowland forest understory, vine maple (*Acer circinatum*), Oregon grape (*Berberis spp.*), red huckleberry (*Vaccinium parvifolium*), vanilla leaf (*Achlys triphylla*) and devil's club (*Oplopanas horridum*) are common. In riparian areas, red alder (*Alnus rubra*), black cottonwood (*Populus*



Forest habitat near Federation Forest State Park

trichocarpa), and bigleaf maple (*Acer macrophyllum*) are the dominant vegetation.

Trees in the lowland forest are fast growing and may reach 250 feet tall with a diameter of over 10 feet at full maturity. There are



Fireweed (*Epilobium angustifolium*) brightens the corridor in summer

some old growth stands of Douglas fir that are 250 to 275 years old, with some specimens around 500 years old or more. At Federation Forest State Park there is a preserved stand of old growth. The Catherine Montgomery Interpretive Center at the park offers a nature trail that highlights the flora and fauna of the region. On private lands that are managed primarily by the Weyerhaeuser Company, the forests are second and third growth, dominated by Douglas fir. These “working forests” function through a continuous cycle of planting, harvesting, and regeneration.

Sensitive Plant Species/Habitats

Sources indicate that there are no federally listed or proposed plant species that are threatened or endangered along the corridor, although the indigenous herb Indian paintbrush (*Castilleja cryptantha*) has been identified as a species of concern and may occur in the area. There may also be the Mount Rainier lousewort (*Pedicularis rainierensis*), a State-designated sensitive plant, in the higher elevations along the route.

Near the White River and at various low areas along the route, there are wetlands. These sensitive areas are transitional ecosystems between the terrestrial and aquatic where the water table is near or at the surface. They provide valuable functions including flood control, nutrient recharge, water quality enhancement, and habitat for various plants and animals.

Wildlife and Fish

General Wildlife Viewing Opportunities

The nearby wilderness areas, Forest Service lands, National Park, State Park, and timber lands, provide an abundance of habitat for wildlife and fish along the

Chinook Byways corridor. There are several prime areas for viewing wildlife in proximity to the Chinook Byways corridor. Federation Forest State Park, about a half mile west of Greenwater, is a premier location for bird watching. At the park, the Catherine Montgomery Interpretive Center assists visitors in recognizing native wildlife.

The Clearwater Wilderness and Norse Peak Wilderness, off SR 410, are destinations for hikers interested in viewing wildlife in this area. The White River Elk Herd Viewing Station located in the White River Ranger District of the Mount Baker-Snoqualmie National Forest is reached via Forest Service Road 72, which intersects SR 410 24 miles east of Enumclaw. Here, visitors can view a herd of about 1,200 Roosevelt and Rocky Mountain elk as they roam between Mount Rainier National Park and the White River drainage basin.

Mammals

Over 50 species of mammals have been counted in the nearby Mount Rainier National Park. The most common larger animals found in abundance include the blacktailed deer (*Odocoileus hemionus columbianus*), Roosevelt and Rocky Mountain elk (*Cervus elaphus*), introduced to the area in 1913, mountain goat (*Oreamnos americanus*), black bear (*Ursus americanus*), mountain lion (*Felis concolor*), coyote (*Canis latrans*) and bobcat (*Lynx rufus*).

Numerous smaller animals include the marmot (*Marmota flaviventris*), Douglas squirrel (*Tamiasciurus douglasi*), raccoon (*Procyon lotor*), beaver (*Castor canadensis*), striped skunk (*Mephitis mephitis*), marten (*Martes americana*), Townsend chipmunk (*Eutamias townsendi*), and other species.



Elk in the corridor

Birds

In addition to the abundant mammal population, 130 species of birds are known to inhabit the area. Some of the year-round resident birds include the white-tailed ptarmigan (*Lagopus leucurus*), blue grouse (*Dendragapus obscurus*), great horned owl (*Bubo virginianus*), northern spotted owl (*Stria occidentals carina*), northern pygmy owl (*Glaucidium gnoma*), red-shafted flicker (*Colaptes auratus*), pileated woodpecker (*Dryocopus pileatus*), Clark's nutcracker (*Nucifraga columbiana*), gray jay (*Perisoreus canadensis*), and Steller's jay (*Cyanocitta stelleri*). There are also numerous other birds that migrate through the area or are seasonal residents.

Fish

Fish are also found in the White, Clearwater, and Greenwater Rivers, as well as in other numerous creeks and streams. The native fish species include the cutthroat trout (*Oncorhynchus clarki*), bull trout (*Salvelinus confluentus*), dolly varden trout (*Salvelinus malma*), and whitefish (*Coregonus clupeaformis*). Introduced fish include the rainbow trout (*O. mykiss*), brook trout (*Salvelinus fontinalis*), brown trout (*Salmo trutta*), and the Kokanee salmon (*O. nerka*).

Sensitive Wildlife and Fish Species

There are several listed wildlife species and one candidate fish species that may inhabit the area. The northern spotted owl (*Strix occidentals caurina*) is a threatened species known to occur in the area. The marbled murrelet (*Brachyramphus marmoratus*) is also threatened, and although suitable nesting habitat exists along the corridor, no nests have been seen in this area. Another threatened species, the bald eagle (*Haliaeetus leucocephalus*), is a seasonal

migrant. The American peregrine falcon (*Falco peregrinus anatum*), an endangered species, is another potential seasonal migrant in the area, although no nests are known to occur near the corridor.

The gray wolf (*Canis lupus*) is endangered in Washington State, but although habitat exists, no sighting has been confirmed in the last 50 years. The grizzly bear (*Ursos arctos*) is a threatened species in the lower 48. A sighting of this species was reported on Champion International Timber Company land west of Mount Rainier National Park.

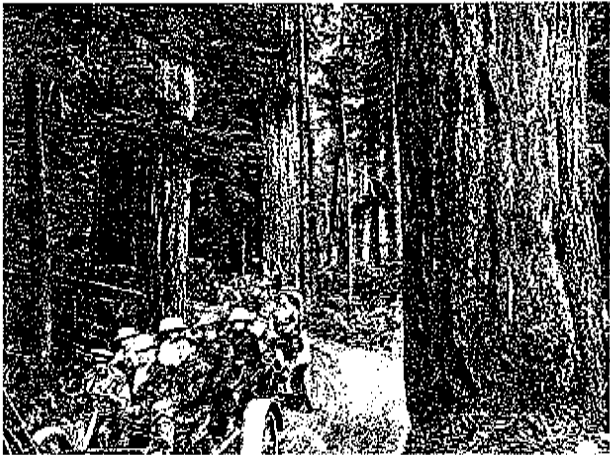
The bull trout (*Salvelinus confluentus*) is a candidate fish species known to live and spawn in the White River and in Fryingpan Creek, one of the river's tributaries. The tailed frog (*Ascaphus truei*) and Cascades frog (*Rana cascadae*) are also a species of concern that are commonly seen in the area.

Other species of concern that may be in the area include the California wolverine (*Gulo gulo luteus*), long-eared myotis (*Myotis evotis*), long-legged myotis (*Myotis volans*), North American lynx (*Felis lynx canadensis*), northern goshawk (*Accipiter gentiles*), olive-sided flycatcher (*Centropus borealis*), Pacific fisher (*Martes pennanti pacifica*), Pacific lamprey (*Lamperta tredntata*), Pacific western big-eared bat (*Corynorhinus townsendii townsendii*), and river lamprey (*Lamperta ayresi*). There is suitable habitat for these species in the area, but sightings are rare.

Highway and Transportation Conditions

History of the Highway

Washington State Route (SR) 410 has existed in some form for nearly 100 years. The present alignment of SR 410 was



On the road to Mount Rainier National Park circa 1920s

constructed between 1932 and 1935 as a series of Bureau of Public Works projects. Previous to this, "State Wagon Road #1" existed along the same general alignment. One of the earliest uses of the wagon road, or the Storbo Road as it was called, was for travel to ore mines operated by the Mount Rainier Mining Company in the 1920s.

With the advent of the motorcar, the old gravel road often proved impassable even in the warm, dry summer months. Then, as now, the highway was closed during the winter months due to large accumulations of snow and ice.

In the 1910s and 1920s, early concepts for access to Mount Rainier National Park included a round-the-mountain road system, which would have tied into the "White River Road" as the highway was called back then.

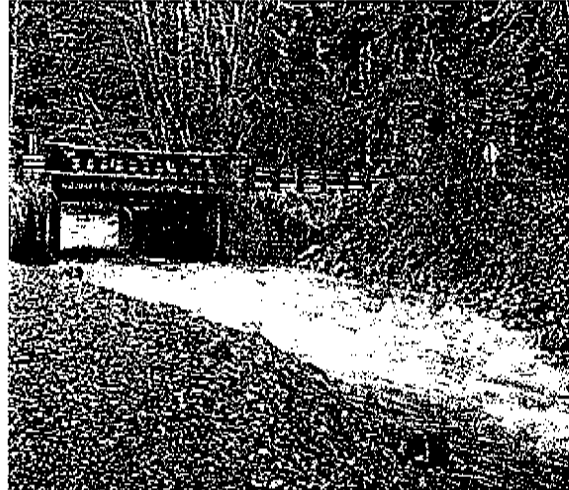
At that time there were also plans to connect the White River Road with the new State Route 5, or "Cowlitz-Naches Road" as part of the State's "National Park Highway" system, which consisted of all the state approach roads to Mount Rainier National Park. The round-the-mountain road system eventually evolved into the present-day networks of highways that provide access to the park, including SR 410.

It is also interesting to note that the original designation for the route was US Highway 410, but in 1964, the highway was dropped from the US highway system and redesignated as State Route 410.

Today, thousands of travelers use SR 410 each year to get to Mount Rainier National Park or to cross the Chinook Pass to get to the Yakima Valley. Approximately 800,000 vehicles traveled on this segment of SR 410 in 1997.

Existing Highway Characteristics

SR 410 is a principal arterial highway that is 36 to 40' wide with two lanes (12' lanes with 3' to 4' shoulders). The speed limit is 55 mph along most of the highway. Through the town of Greenwater, it is 35 mph. Near the beginning of the Mather Memorial Parkway, it is 50 mph.



SR 410 bridge at Twin Creeks

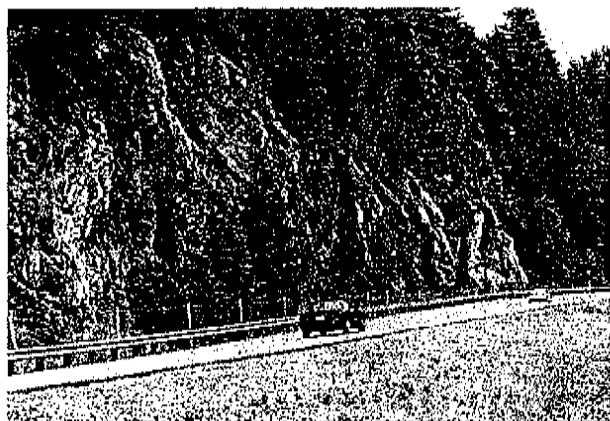
There are five bridges along the route, three of which were built in 1932 and are slated for repair or replacement in 2007. The five bridges cross Scatter Creek, West Twin Creek, East Twin Creek, Slippery Creek, and Greenwater River.

SR 410 serves the dual function of being both a park access road and an integral part of the state highway system. It accommodates seasonal through-traffic between the Puget Sound region and interior destinations on the east side of the mountains. The highway also serves as a major gateway to Mount Rainier National Park at the park's northeast entrance.

Although the road is a designated state highway and is maintained by WSDOT, the segment located within Mount Rainier National Park is under the jurisdiction of the National Park Service (NPS) and the Federal Highway Administration.

Besides providing access to the national park, SR 410 serves travelers bound for various other recreational areas and popular destinations including Mud Mountain Dam, Federation Forest State Park, Crystal Mountain Ski Area, trails, sno-parks, campgrounds, national forest lands, and other sites of interest.

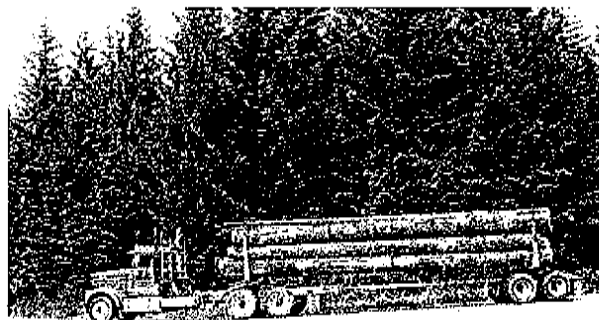
East of the Chinook Byways segment of the corridor, SR 410 eventually travels over Cayuse and Chinook passes. Due to heavy winter snowfall and avalanche danger, the Chinook and Cayuse passes are only open seasonally. Depending on snowfall, they are typically closed from approximately mid-November to mid-May.



Existing SR 410 with rockfall protection fencing at shoulder

Commercial Traffic

Besides frequent logging trucks that travel primarily on the western 20 miles of the Chinook Byways corridor, commercial



Logging truck on SR 410

vehicles typically travel SR 410 to deliver supplies for facilities in Greenwater, Crystal Mountain Ski Area, Mount Rainier National Park, and some other roadside businesses. Tour buses, which are also considered commercial vehicles, shuttle people daily to Crystal Mountain and Mount Rainier National Park during peak seasons.

Land Use, Demographics, Regional Economy, and Tourism

Land Uses Along the Corridor

The primary land use along either side of the Chinook Byways corridor is privately managed forest land, consisting of large private holdings of forest plantations, managed primarily by Weyerhaeuser Company. The Chinook Byways/SR 410 corridor has been a primary route for logging activity for many years.

Federation Forest State Park (located in the vicinity of Milepost 38 through Milepost 42 on both sides of the highway) represents the

largest public land-holding along the Chinook Byways corridor. Approximately 200,000 people visit the park annually.

Residential uses and commercial/retail uses exist in a few locations throughout the corridor, but primarily are concentrated in the vicinity of Greenwater.

Enumclaw

Enumclaw is located in King County, 25 miles east of Tacoma. It is just outside the designated Puget Sound urban growth boundary. With a current population of about 11,000, the city is growing and experiencing significant residential development in its southern and western sections.

With the reasonable commute to the Puget Sound area, a majority of Enumclaw residents travel daily to and from jobs in Tacoma, Seattle, and other nearby metropolitan areas. Services and retail make up 70 percent of the workforce in Enumclaw, with government, manufacturing and agriculture also playing an important part in the city's economy. In addition to SR 410, two other major state highways, SR 164 and SR 169 provide access to the city's central business district. The downtown remains vibrant by capturing the recreational traffic in summer and winter, with peaks in morning and afternoon especially on weekends and holidays.

Greenwater

Greenwater is an unincorporated community located 20 miles east of Enumclaw and 14 miles northwest of Mount Rainier National Park. The community is centrally located within the Chinook Byways corridor and provides the only commercial services along this segment of SR 410. Several businesses offer food/

groceries, gas, ski/snow equipment, lodging, and other goods and services for residents as well as visitors and recreationists passing through. The town contains several historic buildings. Crystal Village is a small subdivision located near Greenwater with vacation chalets, some of which are occupied year-round.



General store in Greenwater

Greenwater businesses depend on tourism, recreation, and through-traffic for their economic viability. Many of the winter travelers that pass through Greenwater are heading to or from Crystal Mountain Ski Area, accessed via a 6.5-mile road that intersects with SR 410 just before the Mount Rainier National Park boundary. Crystal Mountain Ski Area is situated on 4,350 acres of land leased from the National Forest. In addition to skiing, the area



Naches Tavern, historic building in Greenwater

provides abundant opportunities for camping, hiking, hunting, mountain biking, fishing, and other forms of river recreation.

Greenwater’s vision is to be an historic community surrounded by a well-managed forest and mountain wilderness. Community organizations work diligently on various projects to help the community realize this vision.

Existing Management Plans and Policies

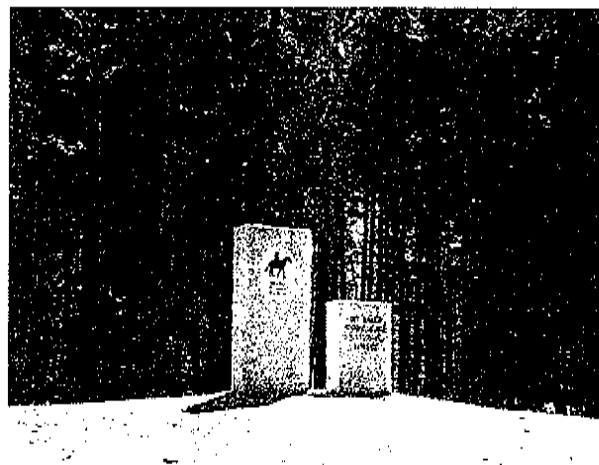
The Chinook Byways corridor spans both Pierce and King Counties, which are regulated by the Washington State Growth Management Act through their Comprehensive Plans. Greenwater is designated a “Rural Gateway Community” in Pierce County’s Comprehensive Plan, meaning its primary purpose is to provide commercial services to accommodate the needs of visitors and tourists.

In addition to county management plans and policies, the timber companies have internal management plans for their lands. Weyerhaeuser Company manages most all of the privately operated forest resource lands within the corridor.

As a State Route and principal arterial highway, the Chinook Byways section of SR 410 is managed and maintained by the Washington State Department of Transportation.

Lands east of the Chinook Byways corridor are subject to the management provisions of the USFS Mount Baker-Snoqualmie National Forest Management Plan. The Mather Memorial Parkway is under Federal land management. Guidelines were developed to improve the parkway by the National Park Service, US Forest Service, and Federal Highway Administration and implementation began in 1995.

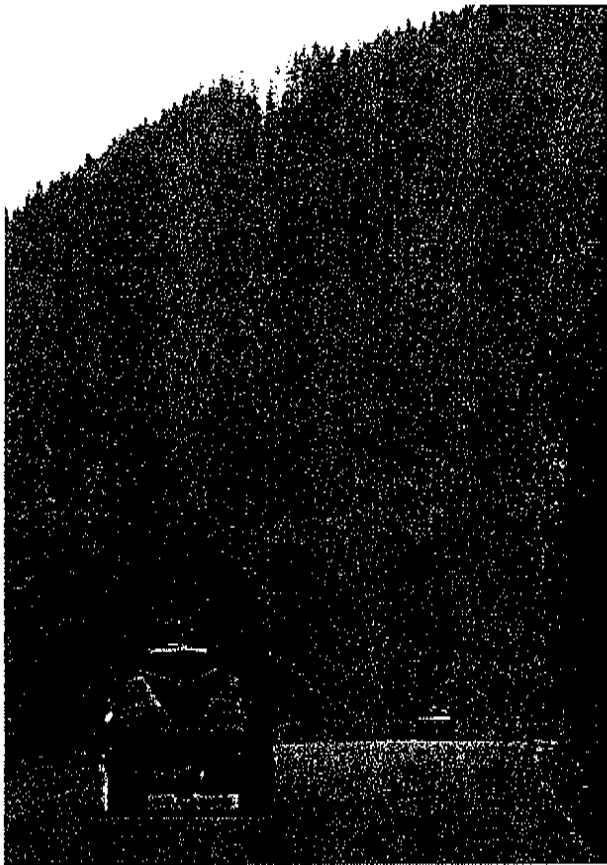
In association with the parkway redevelopment, some of the community and regional goals contained in the President’s Northwest Forest Plan and the Comprehensive Plans for King County, Pierce County and the City of Enumclaw that were adopted under the Growth Management Act are being implemented.



Mather Memorial Parkway Monument, recently installed as part of highway improvements

The Mount Rainier National Park General Management Plan (GMP), which is expected to be available at the end of the year 2000, is also important to the Chinook Byways. It will establish a role for the park within the regional context that set forth general management for the next 20 years. Part of this is the Transportation Feasibility Study that identifies conceptual plans for visitor transportation systems to alleviate traffic and parking congestion in the park. A Gateway Roundtable process initiated by the National Park Service and Congresswoman Jennifer Dunn’s office over the past several years has included discussions and coordination with local communities, property owners and various levels of government in the general management plan process.

In large part due to this process, the Mount Rainier National Park GMP addresses joint issues relating to the park's relationship with gateway communities. Assisted by the park, the NPS Rivers and Trails Conservation Assistance Program, and Congresswoman Dunn, Greenwater was part of a visioning process to develop a shared vision of appropriate development, while maintaining and enhancing their "rural" character. To continue this vision, Greenwater has established the Greater Greenwater Gateway Committee that serves to continue the dialog with the park, national forests, and other land management entities.



Heading out on the Chimook Byways corridor for water recreation

Tourism and Economic Benefits

Future tourism activities and recreational-related development along the byway has the potential to provide significant benefits to the people of Washington State and its visitors, as well as economic benefit to businesses and property owners along the corridor.

The route provides an important gateway and connection to Mount Rainier National Park, as well as other recreational destinations and scenic wilderness areas. Existing management plans and policies, as well as the recommendations of this Guidebook will help to foster tourism and economic development in an environmentally sensitive manner. The extensive rehabilitation of the Mather Memorial Parkway, approximately six miles east of Greenwater, has set a standard for the types of enhancements that can be made along the corridor.

Interpretive elements, aesthetic enhancements, additional visitor services, restrooms, bicycle and pedestrian facilities, improved trailheads and river access areas, and other improvements recommended in this Guidebook will enhance and expand tourism opportunities and economic development in the region, but these improvements must be implemented wisely to minimize impacts to important resources of the corridor and the local rural lifestyles.

Reference Materials for This Section

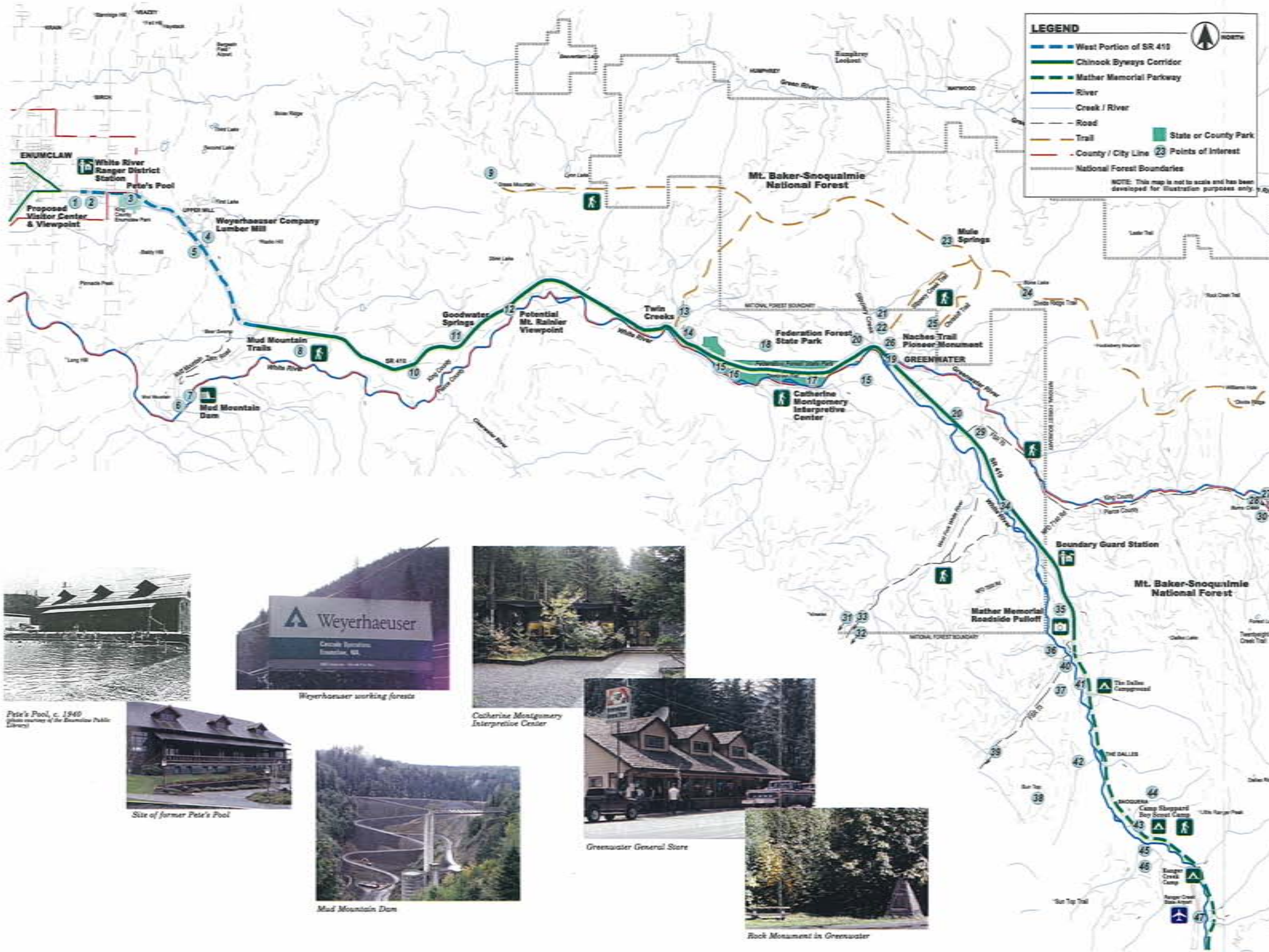
Information in this section about existing conditions has been compiled from several sources, including published literature, studies, management plans, tourism

booklets and brochures, personal interviews, and community input from various meetings.

A list of the literature and sources referenced for this work is provided in the appendix under Resources and Reference Materials.

This information is intended to give an overview of the existing conditions and important characteristics of the corridor. It is not intended to be the only source for review or the most comprehensive source. Please refer to the listed resources and reference materials for additional information about the corridor and the surrounding region.

Existing Conditions and Intrinsic Qualities Map



- LEGEND**
- West Portion of SR 410
 - Chinoook Byways Corridor
 - Mather Memorial Parkway
 - River
 - Creek / River
 - Road
 - Trail
 - County / City Line
 - National Forest Boundaries
 - State or County Park
 - Points of Interest
- NOTE: This map is not to scale and has been developed for illustration purposes only.
- POINTS OF INTEREST LEGEND**
- 1 White River Ranger District
 - 2 Mount Rainier View / Potential Welcome Center
 - 3 Pete's Pool
 - 4 Weyerhaeuser Company Lumber Mill
 - 5 Horse trailer parking area
 - 6 Mud Mountain Dam
 - 7 View - Mud Mountain Dam
 - 8 Mud Mountain Trails
 - 9 Grass Mountain
 - 10 Mount Baldy View/ Trail
 - 11 Goodwater Springs
 - 12 Potential View of Hillside/ Mt. Rainier
 - 13 Twin Creeks
 - 14 Twin Creeks Trail
 - 15 Federation Forest State Park
 - 16 Federation Forest Interpretive Trail
 - 17 Catherine Montgomery Interpretive Center
 - 18 Mount LaTete
 - 19 Town of Greenwater
 - 20 Greenwater Entrance Signs
 - 21 Slippy Creek
 - 22 Slippy Creek Trail
 - 23 Mule Springs
 - 24 Divide Ridge Trail
 - 25 Christoff Trail
 - 26 Rock Monument
 - 27 The Cliff
 - 28 Greenwater Lakes Trail
 - 29 FSR 70 Trails
 - 30 Himes Camp
 - 31 Clearwest Peak Trail
 - 32 Carbon Trail
 - 33 Clearwater Trail
 - 34 FSR 74 Trails
 - 35 Mount Rainier Viewpoint
 - 36 Huckleberry Army Camp Site
 - 37 Forest Service Seed Orchard
 - 38 Suntop Look Out
 - 39 Lonesome Lake
 - 40 FSR 73 Trails
 - 41 Dalles Campground
 - 42 Granddaddy Tree
 - 43 Skookum Falls
 - 44 Camp Sheppard, B.S.A.
 - 45 Snoquers Falls
 - 46 Buck Creek Camp
 - 47 Skookum Flats Trail
 - 48 Ranger Creek Airstrip



Pete's Pool, c. 1940
(from coverage of the Enumclaw Public Library)



Weyerhaeuser working forests



Catherine Montgomery Interpretive Center



Site of former Pete's Pool



Mud Mountain Dam



Greenwater General Store



Rock Monument in Greenwater

What are Intrinsic Qualities?

For official designation as a scenic byway, the Federal Highway Administration (FHWA) requires corridors to possess intrinsic qualities within one or more of the these six categories: recreational, cultural, scenic, natural, archeological, and historic. An All American Road must possess intrinsic qualities in at least two categories. The Chinook Byways corridor possesses intrinsic qualities within all six categories.

Intrinsic qualities of the corridor are described below under the six categories recognized by the FHWA. In some cases, intrinsic qualities interrelate to one another. For example, unique natural qualities of the corridor contribute to the abundance of recreation opportunities and scenic qualities. Archeological and historic elements contribute to present day culture. The written descriptions are followed by a matrix that lists intrinsic qualities within the corridor and identifies the categories that apply to each specific quality.

The map provided at the end of the *Existing Conditions Analysis* section illustrates the locations of most of the intrinsic qualities of the corridor.

Additional information about intrinsic qualities is presented in the *Interpretive Program and Design Guidelines*, section of this Guidebook. The *Interpretive Program and Design Guidelines* section describes several important historical themes and stories related to the corridor that could be interpreted to the public through wayside signs, at visitor centers, or other areas.

Recreational

Recreational intrinsic qualities are those outdoor recreational activities that are associated with and dependent upon natural and cultural elements of a corridor's

landscape. The recreational activities provide opportunities for active and passive recreational experiences.

For the Chinook Byways corridor, there are a wide variety of recreational opportunities that appeal to a diversity of interests. Recreational activities are available on a year-round basis, and each season of the year offers a different array of passive and active opportunities for everyone.



Play area at Mud Mountain Dam

Mud Mountain Dam

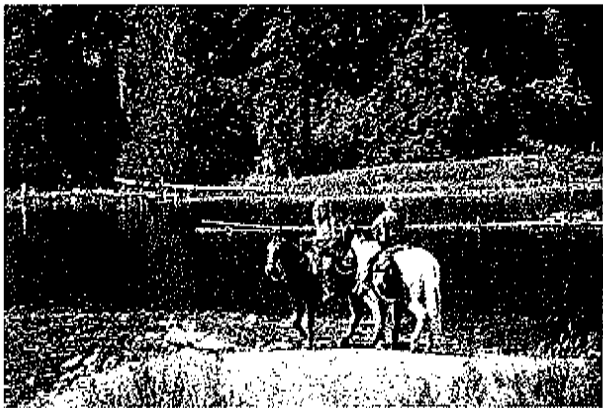
Recreational improvements at Mud Mountain Dam that have been constructed within the last ten years offer an educationally active atmosphere with physically active opportunities. Mud Mountain Dam has playgrounds, interpretive signs, trails, and viewpoints that offer a variety of experiences for people of all ages. Picnic facilities at the dam can accommodate a large group of people or just a couple of people who want to enjoy quiet wildlife observation and other passive recreational activities there.\

Trails for Hiking, Biking, and Horseback Riding

Logging roads and forest service roads allow access to hundreds of miles of trails used for hiking, biking, and horseback riding. Public and private roads are open to all

hikers and mountain bikers that wish to travel into the wooded hills. Forest Service Roads 70, 74, and 75 lead to various trailheads, providing access to wilderness areas and national forest lands.

Twin Creeks, Slippery Creek, Christoff, Divide Ridge, Huckleberry, and Greenwater Lakes are a few of the trails that provide recreational access to the lands surrounding the corridor. There are also hiking opportunities associated with Mule Springs, Huckleberry Mountain, and Grass Mountain. Baldy Mountain Trail leads to a viewpoint and is located at Milepost 33.



Horseback riding is popular on the Greenwater Lakes and Naches Trails

Palisades, Ranger Creek, Dalles Ridge, Deep Creek, Arch Rock, and Lost Lake Trails are accessible off of Forest Service Road 70, which joins SR 410.

Clearwater, Clearwest Peak, and Carbon Trails are accessible from Forest Service Road 74, which joins SR 410 at Milepost 46.4.

Other trails in the area offer access to the Pacific Crest National Scenic Trail that extends from Canada and Mexico and traverses the entire Cascade Mountain Range.

There are several areas throughout the corridor where trails have not been

maintained and trailheads are in dire need of improvements.

The White River Ranger District, located near the east end of Enumclaw, publishes a recreational guide to the area that shows locations of most of the trails and their uses for all seasons of the year. This guide shows length of each trail, the types of uses accommodated on the trail (mountain biking, hiking, etc.), the seasons the trail is open for use, and a description of features and experiences related to the trail (wildflowers, alpine lakes, etc.).

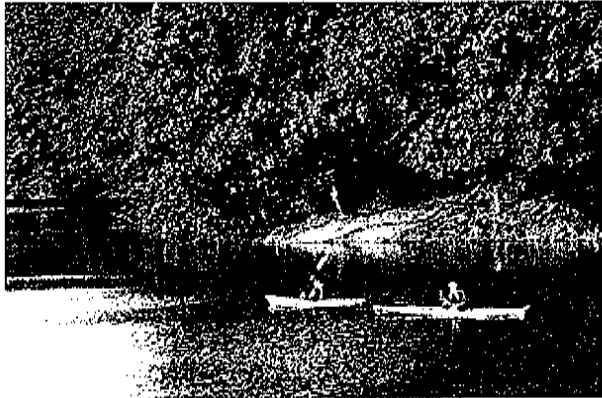
Federation Forest State Park

Federation Forest State Park provides access to the river, an amphitheater, picnicking facilities, and other recreational opportunities. Catherine Montgomery Interpretive Center is located at the park and provides for educational and recreational experiences for travelers. Interpretive exhibits display information about the history of the park and wildlife, and vegetation of the surrounding forest lands. Several trails are provided including nature trails. Some of the trails are located along the White River and extend into the woods with interpretive signs explaining different forest environments. The park is listed in the *Washington Accessible Outdoor Recreation Guide*.

River and Water-Related Recreation

The White, Greenwater, and Clearwater Rivers offer opportunities for fishing, white water rafting, kayaking, and wildlife watching. These and other waterways provide wildlife enthusiasts excellent viewing opportunities. Kayaking and rafting opportunities are available throughout the spring, summer, and fall.

Popular locations for fishing in the area include the White River, Greenwater River, Clearwater River, Scatter Creek, Twin Creeks, Greenwater Lakes, Echo Lakes, Lonesome Lake and Red Creek.



Kayaking at Lonesome Lake

Relaxation in Greenwater

The town of Greenwater, between Mileposts 42.5 and 43.5, is located at the heart of the Chinook Byways corridor. The town offers relaxation and the enjoyment of a rustic Cascadian community nestled in the mountains. People enjoy dining outdoors on the decks of local restaurants while feeling the fresh air and smelling the evergreen scent. Visitors can enjoy ice cream stores along with shopping at the local ski shops or even at a hand made hat and sweater store.



Outdoor dining in Greenwater

Winter Activities

As they drive through the Chinook Byways corridor in the winter, travelers encounter a change in precipitation as they climb in elevation heading east, past Forest Service Road 70. The rain often changes to snow in this vicinity, and heavier snowpack becomes more visible towards Crystal Mountain Recreation Area. Crystal Mountain is a popular destination for skiers and snowboarders. In addition to the downhill skiing opportunities at Crystal Mountain, several back-country ski trails are accessible during the winter along the Chinook Byways corridor, including cross-country ski trails that are accessible from Forest Service Road 72.

The Greenwater Snowmobile Route is also located off of Forest Service Road 70, providing snowmobilers a 42-mile loop that takes them into the forest and along Naches Pass. An expanded Sno-Park area is planned for development off of Forest Service Road 70, just east of Himes Camp.

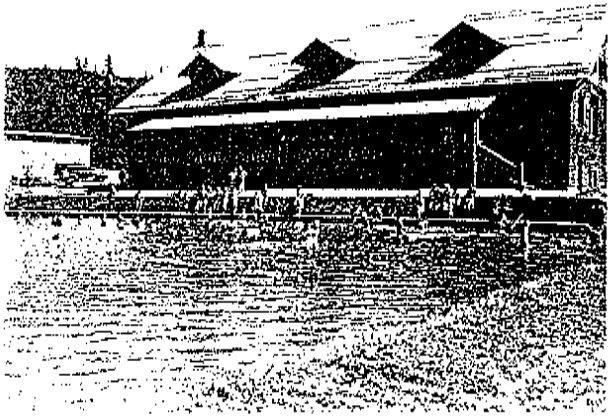
There are also popular areas for sledding and snowplay along the corridor.

Other Recreational Opportunities in the Vicinity of the Corridor

The Dalles and Silver Springs Campgrounds are located east of the corridor. There are also campgrounds in Mount Rainier National Park and on the east side of the pass that are accessible from SR 410. Mount Rainier National Park also offers access to mountain climbing, hiking, biking, wildlife watching, and other recreational opportunities. People travel from all over the world to visit the park.

There are additional recreation opportunities in the Enumclaw area west of

the corridor, such as a golf course, ballfields, and other park facilities. The historic site of Pete's Pool, adjacent to the King County Fairgrounds, serves as a public park and provides a variety of active and passive recreation opportunities.



Historic Photo of Pete's Pool

Cultural (Contemporary)

Cultural intrinsic qualities are defined by the National Scenic Byways Program as evidence and expressions of customs or traditions of a distinct group of people. Cultural features include, but are not limited to crafts, music, dance, rituals, festivals, speech, food, special events, and other activities that are currently practiced. Working landscapes, such as farms and plantations are also examples of contemporary cultural activities.

The present-day continuation of historic rituals are also examples of contemporary cultural intrinsic qualities that have a strong relationship to historic and archeological intrinsic qualities. Cultural activities no longer practiced that relate to the landscape or visible features in the corridor are described under the archeologic and historic intrinsic quality categories.

Unique cultural events take place in the communities in the vicinity of the Chinook

Byways corridor throughout the year. Some of these events are recreational. Some are related to holidays. Others are related to the traditions of ancestors from this area. Following is a list of some of the cultural events that take place in and around the Chinook Byways corridor.

- The King County Fair in Enumclaw
- The Street Fair located in Enumclaw
- RAMROD—A bicycle Ride Around Mount Rainier in One Day
- Mutual of Enumclaw Annual Spring Bicycle Race
- The Christmas Holiday Parade in Enumclaw
- The Pacific Northwest Scottish Highland Games in Enumclaw
- Thunder Mountain Motor Madness in Enumclaw
- Naches Trail Days and the Peaches and Cream Festival (are no longer held as annual events, although there is local interest in reinitiating them)

Scenic

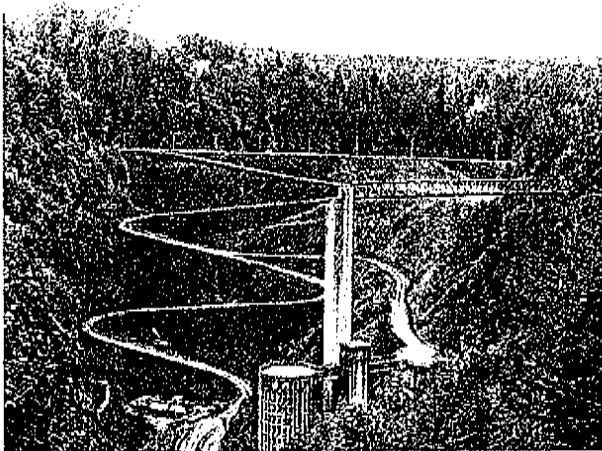
According to the National Scenic Byways Program, a scenic resource offers a heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience.

A diversity of scenery is available throughout the Chinook Byways corridor, including forested hills and valleys with trees at varying stages of maturity, mountain meadows, and at a few locations, spectacular views of Mount Rainier in the distance.

Views of trails and logging roads running from SR 410 into the evergreen forests lead into the woods, providing access to the natural wonders located along the corridor, beyond either side of the highway.

Specific locations recorded as scenic intrinsic qualities for their distinctive visual character are:

- At the northeastern limits of Enumclaw (near the White River Ranger District). Here there are views of pastoral landscapes and a fantastic open vista of Mount Rainier (located from in the vicinity of Milepost 25.2.)
- Views of Mud Mountain Dam (turn-off to dam located at Milepost 29.8) and the White River Valley near the dam provide interesting manmade scenic opportunities.



View at Mud Mountain Dam

- A potential viewpoint of Mount Rainier exists in the vicinity of Milepost 35, where travelers can look beyond the working forest toward the Mountain. Trees could be removed in this vicinity to open up the view, and there is a potential to create a vehicle turn-out area and observation point.

- Federation Forest State Park provides impressive views of Old Growth forest species, including Douglas fir, western hemlock, grand fir, western red cedar, black cottonwood, and Sitka spruce.



Forest walls of the corridor

- The tall trees on both sides of the corridor create nearly vertical walls of dark green forest in the vicinity of Federation Forest State Park (park entrance at Milepost 41.) Younger trees provide the same visual effect (but more noticeably) at approximate Milepost 46.4, near Forest Service Road 74.
- SR 410 and the White River meander down the valley in a harmonious way that provides scenic glimpses of the river and tributary streams at several locations, including Milepost 41.8.
- The subtleties of the drive along the corridor, with the various curves and the rises and falls in topography, create a

pleasant, scenic, and interesting experience for the traveler.

- Taho' the Elk is a visible image on the side of Mount Rainier from some western viewpoints. The Taho' legend tells of the mighty elk keeping watch over the people in the valley below.

A spectacular view of Mount Rainier is available at the new Mount Rainier Viewpoint, located near the beginning of the Mather Memorial Parkway and just beyond the eastern terminus of the Chinook Byways segment of SR 410.



Mt. Rainier Viewpoint--recently constructed pull-off area

Natural

Natural features are those elements of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landforms, water bodies, vegetation, and wildlife.

Many of the natural attributes associated with the Chinook Byways corridor, including geology, hydrology, vegetation, and wildlife were described in the Existing Conditions Analysis section of the Guidebook. Some of the natural features

that are especially noteworthy in the corridor are described in this section.

White River and Other Water Features

The White River runs adjacent to the corridor offering wildlife viewing, fishing, rafting, and other opportunities. For a major portion of its route, the highway was built over a former trail and wagon road used by early Pioneers and Native Americans traveling through the region. This trail followed along the White River offering a constant supply of clean, glacial run-off water.

There are several streams, and tributaries of the White River that are visible from the corridor. There are also several lakes along the corridor, as well as wetlands and beaver ponds. The watershed is currently being studied by many agencies and private land managers. Careful management of the watershed will help to ensure that sensitive fish and wildlife habitats are preserved.

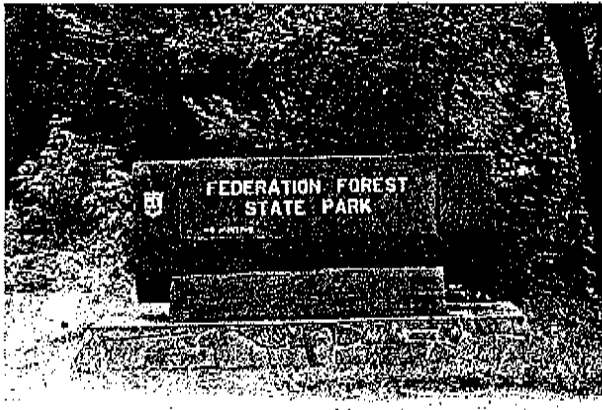


Goodwater Springs

Federation Forest State Park

Near Milepost 39, the mature, dense forest of Douglas fir, western hemlock, and other species is distinctly noticeable in comparison to the younger working forests

previously encountered. Near this area is the entrance to Federation Forest State Park. This state park was originally designated in the 1930's. In 1949, a larger area was designated, expanding it from 63 acres to 619 acres.



Federation Forest State Park entrance

From the efforts put forth by the Washington State Federation of Women's Club, Catherine Montgomery, and Fred Cleator, conservationist and forester, the park has been used as an educational and natural wonder for all of its visitors. The park offers interpretation and learning opportunities related to wildlife and plant communities, as well as four miles of freshwater frontage. The most impressive feature of the park is the preserved old growth forest found there.

Four Seasons

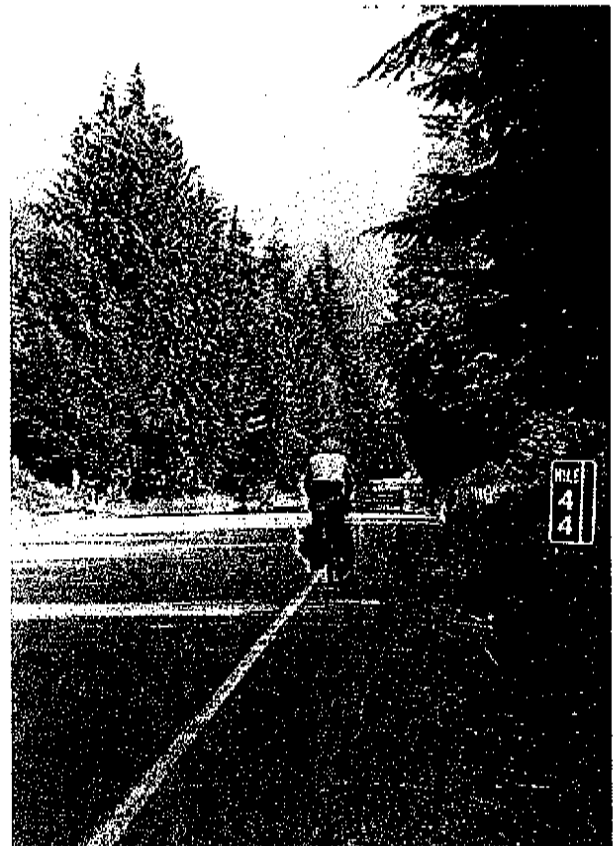
Winter, spring, summer, and fall are experienced in full abundance throughout the corridor. In early spring, the vivid green buds of the deciduous trees greet travelers as a sign that winter is past. Spring and summer offer abundant wildflowers, as well as understory growth that supports ripening huckleberries in the late summer and early fall. The vibrant colors of fall from the vine maples and other species create picturesque visual interest. Snowy scenes of winter also add beauty to

the corridor, and it is interesting to note that on any given day in the winter, the traveler may start their journey in the rainy lowlands of the western portion of the corridor and experience the rain turning to snow in the upper portion of the corridor, east of Greenwater.

Rugged Topography

The hills and valleys surrounding the Chinook Byways corridor provide insight into the geologic events that took place thousands of years ago.

Enumclaw is located approximately 750 feet above sea level, the lowest elevation in the corridor. Near the middle of the corridor, Greenwater is located at approximately 1,500 feet while the foothills surrounding the corridor may climb between 4,500 and 5,000 feet. Mt. LaTete is a natural rock



Bicyclist on SR 410

formation located north of the corridor that serves as a prominent geologic landmark of the area.

Wildlife

A large variety of wildlife inhabit the mountain forests, valleys, and waters surrounding the corridor. For example, elk, deer, bears, hawks, eagles, and other birds and mammals are commonly seen throughout the corridor. (Refer to Section 2, Existing Conditions Analysis, for a list of species common to the area.) The rivers and streams also provide habitat for fish, beaver, and many other aquatic creatures.

US Forest Service roads accessible from SR 410 provide visitors with opportunities to get off the highway and drive to more natural areas where wildlife is more abundant.

Geological Features

The andesite and basalt rock outcroppings visible along side of SR 410 provide a glimpse of the geologic events of the past. In these visually interesting formations, the colors of the rock contrast with the surrounding forest, enriching the scenic beauty of the corridor. In a few locations, cool springs cascade over these rocks, and in winter, the freezing waterfalls create interesting ice formations.

Refer to Section 2, Existing Conditions Analysis, for a description of the Osceola Mudflow, one of the largest mudflows to ever have occurred as a result of volcanic activity at Mount Rainier. The mudflow coated the White River Valley and the plain below where Enumclaw and Buckley are now located with 70 feet of muck.

Nearby Wilderness Areas and Mount Rainier National Park

The Clearwater River Wilderness Area is accessible from Forest Service Road 74. The Norse Park Wilderness Area is located off of

Forest Service Road 70, which joins SR 410 near Milepost 45. Mount Rainier National Park, beyond the corridor to the east, is carefully managed to ensure that the unique natural features of the site are protected and preserved.

Archeological

Archeological qualities include physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. A corridor's archeological interest, identified through ruins, artifacts, structural remains and other physical evidence, has scientific significance that can educate viewers and stir appreciation for the past.

When documenting archaeological intrinsic qualities, there is sensitivity associated with identifying specific locations of Native American and prehistoric activities and artifacts. Therefore, the exact location of the sites described in this section are not illustrated on the area maps.

The oldest known archeological sites in the region date back 2,300 to 6,000 years. Studies elsewhere in the Cascade Mountains, however, hint that people lived in the vicinity of the mountain range as long as 8,000 years ago. Archeologists have found stone tools and fire hearths beneath the Osceola mudflow that date back at least 6,000 years.

There have been very few systematic archeological surveys conducted in the vicinity of the corridor. The geologic conditions of the area are typically not conducive to the ready identification or preservation of archeological remains. For this reason, surveys have typically concentrated on the areas possessing good probability for sites. Lithic scatters, which are ground stone and chipped stone tools and debris resulting from their

manufacture, are the type of site that has been found most often in the project-driven survey work that has occurred. Most identified sites have been found in the basins of tributary streams of the Greenwater River, although a quarry site, stripped cedar, and a cave have been found along the mainstem of the river.

Native American tribes, including the Nisqually, Puyallup, Muckleshoot, Yakama, and Taidnapam (or Upper Cowlitz) came to the areas around Mount Rainier in the summer and early fall to hunt, pick berries, and gather plants. At the end of the annual berry picking season, local tribes burned the mountain meadows to kill brush and small trees that would have eventually spoiled the wide-open berry habitat.

Most prehistoric human use of the area probably centered around migratory movements through drainage basins in association with hunting, fishing, and food-gathering activities. Ethno-historic research and direct coordination meetings with the Muckleshoot Tribe, in conjunction with the development of Mud Mountain Dam, revealed that the area was used on a seasonal basis to gather berries, medicinal herbs, and tree bark for basketry.

During later prehistoric times, the White River Valley was occupied and used by a number of culturally similar but socially independent Salish-speaking Native American tribes, from which the Muckleshoot and Puyallup Tribes descended. After the Medicine Creek Treaty of 1854, conducted by Territorial Governor Isaac Stevens, a number of the previously independent Native American groups were reorganized by the Government and became confederated on a reservation as the Muckleshoot Indian Tribe.

Many Native American legends speak of Mount Tahoma (Rainier), and often in these

stories, the mountain is a huge female, or sometimes a jealous wife. Mystical powers of the mountain are also frequently a part of these stories. Many tribes considered the mountain a forbidden place and believed that climbing too high might provoke deadly wrath of the spirit protecting the peak.



Mt. Rainier (Mt. Tahoma)

Another significant artifact of the past still visible in several locations along the corridor is the Naches Trail, a route used by earlier pioneers to cross the Cascades. Prior to pioneer use of the crossing, it is believed that Native Americans traveled on the Naches Trail as a major trans-mountain route. The story of the first crossing of Naches Pass is told in the Interpretive Program section of the Guidebook.

The culture of the Native American tribes of the region and of the early explorers and pioneers that traveled over the pass should be interpreted more fully throughout the corridor. Tribal representatives should be contacted to confirm details and obtain additional information as part of future interpretive programming that covers Native American cultural topics.

Historic

Historic resources encompass legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the

viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling and association.

The historic events that took place in and around the Chinook Byways corridor include early to middle nineteenth century passage through the area by explorers and pioneers who recorded the events of their journeys. Some of the most noteworthy historic events and elements associated with the corridor are described in this section. Additional information about the history associated with the corridor is presented in the Interpretation Program of this Guidebook.

Canoe and Saddle, Theodore Winthrop

Theodore Winthrop, author of *Canoe and Saddle*, a very well known book about the history of the region, was an explorer who traveled across the Naches Pass on the Naches Trail in 1853. His book contains an excellent description of the trail.

The First Wagon Train Crossing of Naches Pass

The story of the first wagon train crossing of Naches Pass is a mixture of recorded history and folklore. In 1853, the Longmire-Biles party traveled across the country to find new land to settle. After a grueling journey that lasted five months, the settlers finally reached Naches Pass. The wagon train included 146 men, women, and children, along with weakened oxen and 36 wagons, all traveling through bad weather in spring and summer only to reach "Summit Hill," a cliff about 300 feet down extending another

1000 feet down its base. This was thought to be a point where the wagon train could no longer proceed.



Conestoga wagons were used on the Naches Trail

The Longmire-Biles party did not know settlers from the west were carving out a road to meet them. As the group from the west came through the hills, they made a decision that no wagon could make the journey over the cliffs and through the hills to meet them, so the welcoming party retreated. Fortunately one settler, Andrew Burge, was not told of the retreat, and he continued on to find the travelers from the east. As Burge continued on to the summit, the group of immigrants from the east were close to their destination, but still had the enormous 1300-foot obstacle of the cliff to overcome.

Burge rode back down to Steilacoom blazing trees to leave a trail for the wagon train. They finally made camp at the Mahon's cabin on Clover Creek. It was here that the towns people welcomed them with supplies.

It should be noted that Governor Stevens had sent George McClellan out to survey the area for a good military road from Fort Walla Walla to Fort Steilacoom. When nothing progressed as a result of the survey, settlers in the area raised \$1200 in tools, cash, provisions, and labor to get the road

finished before the settlers arrived. Chief Leschi of the Nisqually Tribe loaned 14 horses for the job.

To get down the cliff, the party tried to let the wagons down backwards, but this was unsuccessful because the wagons overturned. One man had a rope length of 180 feet, but it was too short for the cliff. At this time, E. A. Light looked at one of the emaciated oxen and said: "A good length of rawhide would come in mighty handy." It has been said that the settlers then slaughtered three of the leanest and weakest oxen to make a cord of rawhide long enough to lower the wagons. With great success, only one wagon overturned during their maneuver down the cliff. Successfully surpassing this last great obstacle on this historic journey, the Longmire-Biles party camped as a full group before splitting into different directions. (It should be noted that

the killing of the oxen to make rawhide rope has been disputed by members of the party, namely Van Ogle.)

In 1941, the Washington State Historical Society dedicated a monument near the final camping location, not very far from the town of Greenwater. This stone monument lists the names of all the families who were in the party that made the 1853 crossing. The Naches Trail is listed on the State of Washington Register of Historic Places.

White River Lumber Company

In the late nineteenth century, settlers in the area began making a business of the forest they lived in. In March of 1897, the White River Lumber Company was formed with 6 investors purchasing an existing sawmill located on the current millsite, a planing mill in Enumclaw and a flume connecting the two. At this time the mill had a daily capacity of about 50,000 board feet of lumber.

After a 1902 forest fire burned the mill, it was rebuilt doubling its capacity. By 1927 after numerous changes such as new headrigs, powerhouse, two turbines for power, shingle mill, and a re-manufacturing plant, the capacity grew to 350,000 board feet per shift. In the woods there were now steel spar yarders for yarding and loading logs as well as locomotives hauling carloads of logs to the pond that was located just off today's All American Road.

1929 and the Depression brought the affiliation between White River and Weyerhaeuser Company and a new surge of construction and development. By 1931 the flume was gone, and a new planing mill had been built on the current millsite with dry kilns, storage, sorting, and shipping sheds. A "Sustained Yield" program began in the woods in 1935, and the White River Tree Farm was certified in 1944. Truck logging



Portion of the Naches Trail still in existence

began in 1945. By 1949 it was decided that it no longer made sense for the White River Lumber Company to continue as a separate entity, and it was totally merged into Weyerhaeuser Company.

Changes in the late Sixties changed the mill from an “old-growth” mill with a big headrig into a mill equipped to handle smaller logs at higher rates of production. With the addition of computers, lasers, sophisticated electronics, and thinner, faster saws, the mill in 1998 cut more than 460,000 board feet per shift. After drying, finishing, and shipping in Snoqualmie, the lumber is shipped to domestic markets, mostly Puget Sound area, and to export markets around the world.

During the same time the woods have seen the arrival of “High Yield Forestry” with its improved genetics, better seedling survival, thinning, fertilization, and intensified forest stewardship. Today, as Weyerhaeuser is about to celebrate its 100th anniversary, the old White River Lumber Company lands are annually growing more wood per acre than ever before.

Mount Rainier Mining Company and the Storbo Road

During the summers of 1897 and 1898, prospectors discovered signs of copper ore deposits on the east flank of Mount Rainier, between the Emmons and Inter Glaciers, in a place called Glacier Basin. In the summer of 1902, Peter Storbo of Enumclaw and B.P. Korsjjoen returned to the basin and staked forty one claims, and in 1905, they formed the Mount Rainier Mining Company.

The first recognition of this mining operation by park officials apparently occurred in 1906, when the Interior Department granted permission to Storbo to

improve the trail up the White River. The improvements to the trail, which occurred between 1914 and 1916 created a wagon road that functioned as the first roadway within the SR 410 corridor. The roadway provided one of the first means of access to the northeast section of Mount Rainier National Park, although the road was very steep and nearly impassible to motor vehicles in those early years. Please refer to Section 2, Existing Conditions, for more information about the history of the road.

Federation Forest State Park

Federation Forest State Park is located on land that was purchased and donated to the State by the Washington State Federation of Women’s Clubs. The park was originally dedicated in the 1930s, but fire damaged a large area of the park and in 1949, a large land donation expanded the park’s boundaries. The intent behind the donation of the park land was to protect and preserve the mature trees there. Catherine Montgomery, and Fred Cleator, conservationist and forester were instrumental in founding the park, and today, the Catherine Montgomery Interpretive Center and the Fred Cleator Interpretive Trail are named in their honors.



Catherine Montgomery Interpretive Center at Federation Forest State Park

Town of Greenwater

There are several historic structures in the unincorporated mountain town of Greenwater, located in the heart of the Chinook Byways corridor. Homesteaders staked claims in the area in 1862. Many of the buildings that are still standing in town were built in the early 1900s.

Other historic intrinsic qualities are listed in the matrix at the end of this section.

Beaver, deer skins, meat, and cattle were the most predominant trading item.

Mid 1830's Native Americans from the eastern side of the Cascades raised and herded cattle annually to trade with Interior Native Americans and Euro-American settlers at Ft. Nisqually.

Historic Timeline

The following timeline lists and describes major events relevant to the Chinook Byways corridor that took place in the immediate area, the Puget Sound region, and the Cascade Mountain Range area:

Before 1800's Archeological discoveries and stories passed on through the years have confirmed that indigenous families have lived in the area for thousands of years, possibly since about 8,000 to 13,000 years ago.

1840 Trading and driving of horses and cattle continued between Ft. Nisqually and the Kittitas rangeland. During this time beef became one of the staple food supplies for the Native American Indians.

1841 Lt. Robert E. Johnson, commander of the Wilkes Expedition, reached the Naches Summit from Fort Nisqually.

1843 The Owhi family, with other interior groups, crossed Naches Pass at least once a year to trade cattle with the people on the eastern side of the Cascades.

1820's Settlers were en route to settle in the area (from the west) after arriving to the Puget Sound area by water; Ft. Langley and Ft. Colville were established as settlements and began to grow on the west side of the Cascade Mountain Range.

1846 Fur trading for preparation of the winter began with 26 packs of furs that were brought across the Cascade Mountains from the Snake River to provide warmth for the Hudson's Bay Company.

1830-1833 The early 1830's brought more settlers to the Puget Sound area. Ft. Nisqually opened on May 30, 1833 to accommodate new settlers from the east.

1847-1848 Visiting and trading with Native Americans became more common across the Cascades. Norber Blanchet, a mission activist, passed through the White River Valley in 1848.

1833-1834 Ft. Nisqually residents began heavy trading with the Native American tribes of the region.

1850-1853	Settlers and Pioneers continued trading between Ft. Colville and Ft. Nisqually. The wagon road construction began at this time to meet the coming travelers from the eastern territories.		side of the Cascade Mountains to see them arrive.
May 1853	Exploration of the Naches Pass Road began. They were directed to follow the Klickitat Trail over Naches Pass.	October 2, 1853	The Longmire/Biles party traveled 2½ miles on the morning of October 2, 1853 after their long journey across the country to arrive at a 1000 foot cliff. This cliff, named the “jumping off point” was a final and most difficult obstacle that challenged the pioneers. This famous cliff is still a noticeable landmark in the foothills of the White River Valley. This tremendous crossing of Naches Pass began the settlement of the pioneers arriving from the eastern side of the Cascade Mountains.
June 1853	Edward Allen directed the construction of Naches Pass Road from the west while at Boise Creek. Whitfield Kirtley began constructing the road on the east side of the Cascades from the Wenas Valley to across the divide up the Naches to the summit. The Naches Pass road builders reached the summit of the Pass on September 1, 1853.	Late 1853-1854	More settlers attempted to cross Naches Pass to reside in the White River area and to travel further to the coast of western United States. Ezra Meeker went out across the trail in 1854 to guide his parents and other travelers to the western side of the Cascades.
1853	George B. McClellan found gold in considerable quantities during the road surveying through Naches Pass. Between Walla Walla and Fort Steilacoom, and in his Northern Pacific Railway explorations at Similkameen, his men panned it out at the rate of two dollars a day.	1855	The Naches Pass Road was in its final stages of construction under the supervision of US Army Lt. Arnold. Travel began to accelerate through the pass and in July the first group of gold miners traveled through the area to Ft. Colville.
1853	Sheepherders were active in the Divide Ridge area, and herds were split at Government Meadows.	October 1855	Approximately 240 men from the US Army encountered members of the Yakama Tribe seven miles from Naches Pass.
August - October 1853	In anticipation of the first pioneer journey across Naches Pass, residents of the area traveled up and down the west	October 1855	Approximately 240 men from the US Army encountered members of the Yakama Tribe seven miles from Naches Pass.

- 1855 A treaty was signed with some of the Native American tribes of the region.
- 1870 - 1874 During this time there was significant settlement began in Enumclaw. The first plat was marked in 1870 and sections began to be surveyed in 1872.
- January - June 1856 Hostilities escalated as tribal messengers were sent to find warrior assistance for the Puget Sound tribes. More US Army volunteers were sent to the Naches Pass area to stand against the Puget Sound tribes.
- 1875 - 1879 Enumclaw became a popular homestead area. Cattle driving also continued throughout the Puget Sound area. In 1877, 3000 head of cattle were driven from Yakima to the Puget Sound.
- June 22, 1856 The US Army established Ft. Simcoe as a military post near the eastern end of Naches Pass. This post was labeled as a command center to forces moving to the east.
- 1880 - 1884 Native Americans were hired to help with surveying for the Naches Pass Railroad. In 1883, the homestead explosion began as the railroad extended towards Enumclaw and the road over Snoqualmie Pass was built. This lessened the number of cattle drives over Naches Pass until the last one took place in 1884.
- 1857 - 1859 Mining groups began to migrate to the area again. During this time the Colville, Fraser, and Simikameen were major mines established in the area.
- 1885 - 1888 The Naches Pass Railroad extended to Enumclaw, Osceola, and Buckley. In 1888, the first settlers arrived at the Mud Mountain area.
- 1860 - 1864 Miners continued to migrate as the Idaho and Chelan mines were established. In 1864, gold fever hit the Pacific Northwest.
- 1889 The White River Shingle Mill Co. started timber cruising and the Ellenson site became the first mill in the area.
- 1865 - 1869 Settlers continued en route to the Puget Sound area, some stopping in Kittitas Valley and some continuing on through Naches Pass. In 1865, the different passes were surveyed to find the easiest route across the Cascade Mountains. Even without the delineation of a road, Naches Pass was described as a relatively easy trip across the mountains in 1867. As the end of 1869 approached, surveying began for the Naches Pass Railroad.
- 1890 - 1894 Surveying continued throughout the White River Valley and Buckley area for roads and railroads. In 1891, homesteaders began to settle in Greenwater. The lumber industry increased with the use of the river for transportation.

- 1895 - 1899 The railroad became an important source of transportation and a great influence on the lumber industry. In November of 1896 the White River Lumber Company was established. Toward the end of the 1890's railroad swapping began along with the construction of Suntop Lookout.
- 1899 Mount Rainier National Park was officially established.
- 1902 Settlers began laying claims in the Greenwater area for mining of gold, silver, ores, and copper minerals.
- 1900 - 1904 Weyerhaeuser Timber Company started to move into the area and made a production agreement with the Naches Pass Railroad.
- 1905 - 1906 White River Lumber Company built its first logging rail line, which was three miles long.
- 1907 White River Lumber Company constructed its first marketing railroad from the lumber mill to Enumclaw.
- 1908 - 1909 The USFS started to redevelop Naches Pass Trail. This reconstruction of the trail started at the mill and allowed easier travel for the workers.
- 1910 - 1914 The USFS continued to improve the Naches Pass Trail for workers in the area. Construction continued on the logging rail line extending it to six miles by 1912.
- 1910s State Road #1, or the Storbo Road was built by the Mount Rainier Mining Company and was used to access copper ore mines in Mount Rainier National Park. The road was the first wagon road along the current alignment of SR 410.
- 1912 - 1914 A. G. Hanson and a friend bought and imported the Rocky Mountain subspecies of Elk from the Yellowstone/Grand Teton area to the White River Valley.
- 1915 - 1919 As the lumber industry expanded in the region, lumber camps were being constructed by the White River Lumber Company. The most significant camps were located six miles east of Enumclaw near Scatter Creek and another camp nine miles up from Scatter Creek.
- 1920 - 1924 During this time, heavy equipment was being used by White River Lumber Company at the mills and on site in the forest. By 1924, the logging rail line extended a total of 26 miles.
- 1923 The USFS added telephone lines that would extend over Naches Pass along the trail.
- 1925 - 1929 In 1925, a remanufacturing plant was built by White River Lumber Company. During this time sheep herders began to graze Huckleberry and Grass Mountains as the timber was cleared. Between Silver Creek and Chinook Pass, the Washington State Department of Transportation began constructing a public road

	Mid 1990s	Enumclaw 2000, a citizen-based planning effort, led to establish the Chinook Byways Committee for planning of the SR 410 corridor
1930 - 1934 During these four years, construction of Chinook Pass Highway continued, expanding the lumber industry with planning mills and more railroad. Mather Memorial Parkway was designated in 1931.	1997	Crystal Mountain Recreation Area announces major plans for expansion
1935 - 1944 Logging continued to be the main business that employed residents in the area. Weyerhaeuser brought technological advances that helped production.	1998	SR 410 / Stephen Mather Memorial Parkway was designated as an All American Road by the Federal Highway Administration, from Enumclaw to Naches.
1945 - 1955 1945 significantly matched today's logging style with the use of the first logging truck. During this time the logging railroad stretched to 100 miles. As the 1950's approached, railroad logging began to decline and by 1952, trucks became the only mode of logging transportation.	1999	Mount Rainier National Park celebrated its 100 th birthday
1962 Crystal Mountain Ski Area open for business.	1999	Chinook Byways Corridor Planning and Management Guidebook completed
1990s Land swaps between timber companies and public land owners occur.	Intrinsic Qualities Matrix	The matrix on the following pages was created for easy reference when reviewing the intrinsic qualities of the corridor. Because of the strong interrelationship between the various categories of intrinsic qualities, there are areas of overlap. For example, some natural intrinsic qualities are also scenic intrinsic qualities. The matrix identifies the categories that apply to each intrinsic quality listed.
1994 - 1998 Improvements along the Mather Memorial Parkway, including roadway and retaining wall repairs were completed.	In some cases, intrinsic elements listed in the matrix are actually located outside the corridor, but within a short driving distance. These are important elements in the region that offer even more tourism, interpretive, and recreational opportunities to those who visit the Chinook Byways corridor.	

Intrinsic Qualities Inventory

Description of Intrinsic Quality

(A=Archeological, H=Historic, C=Cultural, R=Recreation, S=Scenic, N=Natural; * =Outside of Corridor, G=General)

Map #	Milepost/Location	Name of Intrinsic Quality	Description of Intrinsic Quality	A	H	C	R	S	N
G	Enumclaw	King County Fair	Traditional county fair in the month of July.			◆	◆		
G	Enumclaw	Christmas Parade	The holiday parade in December.			◆	◆		
G	Enumclaw	Highland Games	Scottish games festival at the end of July.			◆	◆		
G	Enumclaw	Mutual of Enumclaw Annual Spring Bicycle Race	Bicycle race in Enumclaw			◆	◆		
G	General	Historic Photos from the Enumclaw Library Collection	Early 1900's to 1930's - Several historic photos are available for viewing at the Enumclaw Library in a special collection.		◆				
G	General	Pioneer settlement and activities in the Enumclaw / Buckley areas	Beginning in the 1850's - History of pioneer settlement and activities in the area.		◆				
G	General	American Indian settlements, camps, and trails.	Temporary camps, settlements, and trails were made throughout the corridor area.		◆				
G	General	American Indian Hunting, Fishing and Gathering Grounds / Activities	The American Indians survived on the White River and the plant and animals that surrounded it.	◆					
G	General	American Indians Rituals and Ceremonies and Related Sites	Certain natural surroundings in the corridor were praised and feared by the American Indians.	◆					
G	Naches Trail	Naches Pass Trail	Major American Indian and Pioneer route to cross the Cascades. Articles, maps and photos related to the trail are available.		◆		◆	◆	
G	Naches Trail	Pioneers crossing the Pass in 1853	1853 - Article about the pioneer crossing in October of 1853 and folklore about the use of oxen hide to get down the cliff at the edge of Pyramid Creek valley (folklore).		◆				
G	General	Logging History / Railroad	1890's - Story about how Frederick Weyerhaeuser purchased land from James Hill, Great Northern Railroad.		◆				
G	General	Logging History / Railroad	1898 - White River Lumber Company started building the roadbed above the mill so that rail could be laid. The new mainline was built up Ingles Hill to Camp 7.		◆				
G	General	Logging History / Railroad	1896-1929 - History of the White River Lumber Company; Excerpts provided by the Enumclaw Library.		◆				

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Map #	Milepost/Location	Name of Intrinsic Quality	Description of Intrinsic Quality	A	H	C	R	S	N
G	Greenwater	Naches Trail Days	This holiday celebrated the historic arrival of the pioneers. There is local interest in reinitiating this event.			◆	◆		
G	Greenwater	Greenwater Settlement	1862 - Homesteaders began staking claims in the area what known as Greenwater.		◆				
G	General	Logging History	1905 - Forestry conference that was attended by both Frederick Weyerhaeuser and Theodore Roosevelt.		◆				
G	General	Elk brought to the area	1912, 1914, 1915 - A.G. Hanson bought and imported the Rocky Mountain subspecies of Elk from the Yellowstone/Grand Teton area to the White River Valley. Early studies show there were no elk, just deer in the area.		◆		◆		◆
G	Valley floor of Huckleberry Creek	First Commercial Timber Sale	1943 - The first commercial timber sale and the White River working circle was made.		◆				
1	MP 25.2	Mount Rainier Viewpoint / Potential Welcome/ Interpretive Center	A great view of Mount Rainier with the potential development of a corridor information center.					◆	
2	MP 25.2	White River Ranger District	Ranger station located at the west end of the Corridor.				◆		
3	MP 25.4	Pete's Pool	At one time the largest spring feed pool west of the Mississippi River.		◆		◆		
3	MP 25.4	Enumclaw Community Park	Offering picnicking, ball fields, and recreation center at Pete's Pool.				◆		
R	Regional	Weyerhaeuser Tree Farms	A working Forest of areas harvested and regenerated.		◆				◆
4	MP 27.4	Weyerhaeuser Company Lumber Mill	A timber production mill in the White River Valley.				◆		
5	MP 27.8	Horse trailer parking area.	Horse trails lead off of the parking area.				◆		
6	MP 29.8	Mud Mountain Dam	Built in the 1940's. When built, it was the largest earth filled dam in the Country. Sign on highway locates the road to the dam.		◆			◆	
7	MP 29.8	Viewpoint - Mud Mt. Dam Area	Outlook platform on the north side of the Dam with views to the north and south.					◆	

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Map #	Milepost/Location	Name of Intrinsic Quality	Description of Intrinsic Quality	A	H	C	R	S	N
8	MP 29.8	Mud Mountain Trails	Nature trails located along the White River.		◆		◆		◆
9	MP 30.2	Grass Mountain	Visible from SR 410.					◆	
10	MP 33	Mount Baldy Viewpoint / Trail	View to Old Baldy Mnt.				◆	◆	
11	MP 34	Goodwater Springs	Spring water for public use on SR 410.		◆				◆
12	MP 35	Viewpoint of the hillsides / Mount Rainier	Possible view of the Mount Rainier through the White River Valley but growth of trees may currently block the view.				◆	◆	
13	MP 38.6	Twin Creeks	East and west Twin Creeks visible from SR 410.				◆	◆	◆
14	MP 38.6	Twin Creeks Trail	Trail NE up to Grass Mountain.				◆	◆	◆
15	MP 39.6 - 42.3	Federation Forest State Park	State Park designated in 1949.		◆		◆	◆	◆
16	MP 40.9	Federation Forest Interpretive Trail Pullout	0.3 mile interpretive loop trail and 1/2 mile trail to Interpretive Center.				◆	◆	◆
17	MP 41.5	Catherine Montgomery Interpretive Center	1964 - Interpretive Center offering information on wildlife, climate/vegetation, history, mapping, picnicking, and artifacts throughout the White River Valley.	◆	◆	◆	◆		
18	North of SR 410 at Federation Forest State Park	Mount Latete	Historical and natural rock formation.		◆			◆	◆
19	MP 42.5 - 43.5	Historic Town of Greenwater	Historic cascadian community settled in 1862 offering visitor facilities and accommodations.		◆		◆		
20	MP 42.5 & 43.5	Entering Greenwater Log Signs	Wood carved entrance signs.					◆	
21	MP 42.7	Slippery Creek	Visible from SR 410.					◆	◆
22	FSR 7125 - MP 42.7	Slippery Creek Trail	Trail at upper leg of FSR 6401 leading to Divide Ridge Trail.				◆	◆	
23	West end of Divide Ridge Trail	Mule Springs	Spring located in the alpine meadows.		◆		◆	◆	◆
24	North of SR 410 at the top of Christoff Trail	Divide Ridge Trail	Bike, hike, and horse trail on ridge of Huckleberry Mountain.				◆	◆	
25	FSR 7125 - MP 42.7	Christoff Trail	3.3 mile trail up to Divide Ridge Trail				◆	◆	
26	MP 42.8	Rock Monument	Lists arrival of first pioneers from the east in 1853.		◆				
27	FSR 70 - Naches Trail	The Cliff	Location on Naches Trail where the 1853 pioneers lowered there wagons.		◆		◆	◆	◆
28	FSR 70 - MP 45.3	Greenwater Lakes Trail	11.9 mile one-way trail				◆	◆	

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Map #	Milepost/Location	Name of Intrinsic Quality	Description of Intrinsic Quality	A	H	C	R	S	N
29	FSR 70 - MP 45.3	Forest Service Road 70 Trails	Many trails for summer and winter recreation.				◆	◆	
30	FSR 70 - MP 45.3	Himes Camp	Historic site where the Himes family from the 1853 wagon train camped.		◆				
31	FSR 74 - MP 46.6	Clearwest Peak Trail	0.8 mile one-way.				◆	◆	
32	FSR 74 - Martin Gap Trailhead	Carbon Trail	9.4 miles one-way.				◆	◆	
33	FSR 74 - Martin Gap Trailhead	Clearwater Trail	8.1 miles one-way from Martin Gap.				◆	◆	
34	FSR 74 - MP 46.6	Forest Service Road 74 Trails	Trails leading into Huckleberry Ridge.				◆	◆	
<i>The following places are located outside the Chinook Byways Corridor</i>									
35*	MP 49	Mount Rainier Viewpoint	A developed viewpoint on SR 410.				◆	◆	
36*	FSR 73 - MP 49.3	Huckleberry Army Camp Site	Historic mountain training camp site for World War II.		◆				
37*	FSR 73 - MP 49.3	Forest Service Seed Orchard	Forest service seedlings.		◆			◆	
38*	FSR 73 - MP 49.3	Suntop Look Out	Only active ranger lookout in White River Ranger District.		◆		◆	◆	
39*	FSR 73 - MP 49.3	Lonesome Lake	High altitude lake located off of FSR 73 in the Clearwater Wilderness area.				◆	◆	◆
40*	FSR 73 - MP 49.3	Forest Service Road 73 Trails	Winter and summer trails leading into Mount Rainier National Park.				◆	◆	
41*	MP 50.6	Dalles Campground/John Muir Interpretive Trail (barrier-free)	One of the most scenic campsites in the corridor area.				◆	◆	
41*	MP 50.6	Granddaddy Tree	1929 discovery of a 32 1/2 foot circumference Douglas fir tree.		◆			◆	◆
42*	MP 51.6	Skookum Falls	Viewpoint at Skookum Creek falls to the White River.				◆	◆	◆
43*	MP 52.6	Camp Sheppard, B.S.A. (barrier-free trailhead)	Lodging and camping facility at the foot of the Dalles Ridge.		◆		◆	◆	
44*	MP 52.6	Snoquera Falls	Glacial waterfall on the Camp Sheppard Trails.				◆	◆	◆
45*	MP 55	Buck Creek Church Camp	A camp for use by small and large non-profit organizations.		◆		◆		
46*	FSR 7160 - MP 55	Skookum Flats Trail	One of the ten best biking trails in the country.				◆	◆	
47*	MP 55.3	Ranger Creek Airstrip (currently in operation)	Historic forest service airstrip.		◆		◆		
G*	MP 57.4	Henry Allen Gravesite	A 1902 Forest Supervisor/Ranger.	◆	◆				

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Map #	Milepost/Location	Name of Intrinsic Quality	Description of Intrinsic Quality	A	H	C	R	S	N
G*	MP 57.5	Silver Springs Campground	Camping facility on the White River established in 1922.		◆		◆	◆	
G*	MP 58	White River Historic Summer Homes	Private historic cottages located near the edge of Mount Rainier National Park.		◆				
G*	MP 58.1	Silver Springs Workcenter (Guard Station - Visitor Info. Center)	Information Center before entering Mount Rainier National Park.		◆				
G*	MP 58.4	Crystal Mountain Recreation Area	Summer and winter recreation area for skiers, hikers, and mountain bikers.				◆	◆	
G*	MP 58.5	Mount Rainier National Park	The 5th National Park established in 1899.		◆		◆	◆	◆
G*	Mount Rainier	RAMROD (a bicycle Ride around Mount Rainier in One Day)	A bike ride around Mount Rainier.				◆		
G*	Mount Rainier	Elk Head (Taho)	View of Elk head on Mount Rainier.			◆		◆	◆
G*	Pass / Tipsoo Lake	Peaches and Cream Festival	Historical celebration for the opening of the pass in Mount Rainier National Park.			◆			

Introduction

As a gateway to Mount Rainier National Park, Crystal Mountain, and beyond to various wilderness areas, and Naches Pass, Chinook Byways corridor is not only a scenic highway but an important route to many recreational destinations and an important crossing of the Cascade Mountains, providing access throughout most of the year to the Yakima Valley. The highway traverses through working forests, an old growth forest at Federation Forest State Park, and the historic community of Greenwater to Mount Rainier National Park. Along the way there are numerous recreational opportunities.

With its recent federal designation as an All American Road, a marketing and promotions plan to increase awareness of Chinook Byways corridor has become more significant. The economic benefits associated with increased tourism could clearly create an advantage for the area and its local communities. At the same time, it will be critical to implement a plan for stewardship of the corridor that will protect the region's important natural resources and unique heritage, as well as minimize impacts to the local rural lifestyle and existing industrial timber operations.

Whether travelers are just passing through or visiting the corridor as a destination, each visitor should understand the need to respect and care for the corridor. This message should be reinforced through signage, brochures and other marketing pieces.

In preparation for the increase in tourism, certain amenities will be needed to accommodate an influx of travelers to the area. These amenities would make a visitor's experience more pleasant and would help alleviate potential strains on residents and local communities. They may include the development of new signage, public restroom

facilities, a source for travelers' information, vehicle pullouts at viewpoints, and road improvements including creating a lane for slower vehicles.

The marketing and promotion plan should involve the public as much as possible so that it reflects the interests of the surrounding communities. Involving interested citizens, local businesses, public agencies, and special interest groups will increase support for the program. Continual efforts should be made to notify the public of corridor meetings, inform them of the progress on the project, and invite their input at each step of the way.



The corridor is an important route to several destinations in the region including Mount Rainier National Park

The purpose of this marketing plan is to recommend ways to increase awareness about the corridor and promoting it to tourists and travelers. As well as attracting visitors to the area, ongoing promotion of the corridor can generate opportunities for support and stewardship of the corridor, serve to protect its important natural resources through education, and generate opportunities for economic growth. With tourist facilities and improvements in place, and a program to develop responsible

stewardship for the corridor will be appreciated for generations to come while protecting its intrinsic qualities.

Review of Prominent Corridor Features

The Chinook Byways corridor and the surrounding vicinity offer abundant recreational, historical, and scenic features that appeal to a broad variety of people. Following is a list of key features of the corridor that would be included in promotional materials.

Recreational Opportunities

- Hiking (Mud Mountain Trails, Mt. Baldy Viewpoint Trail, Twin Creeks Trail, Federation Forest Trail, Slippery Creek Trail, Divide Ridge Trail, Christoff Trail, Greenwater Lakes Trail, Clearwest Peak Trail, Carbon Trail, Clearwater Trail)
- Bicycling (Touring and trail)
- Boating and white water rafting
- Fishing
- Rock climbing
- Rock hounding
- Horseback Riding
- Camping



Rafting on the White River

- Cross-country skiing
- Downhill skiing
- Snowmobiling
- Auto touring/sight-seeing
- Wildlife viewing/flora and fauna

Natural Resources

- Old growth forest (Federation Forest State Park)
- White River
- Greenwater River
- Granddaddy Tree at Dalles Campground (outside of corridor)
- Lonesome Lake
- Goodwater Springs
- Weyerhaeuser Tree Farms

Scenic Features

- Views of Mount Rainier
- Mount Baldy viewpoint
- Other pullouts/scenic overlooks

Historic Features and Existing and Potential Interpretive Elements

- Naches Trail/Pioneer Crossing (including segments of the trail that are still visible at Federation Forest State Park and other locations)
- Location near Himes Camp where pioneers lowered wagons over the side of the cliff
- Early logging camps and general logging history
- Town of Greenwater
- Historic log structures and sites

- Rock monument historical marker in Greenwater
- Catherine Montgomery Interpretive Center at Federation Forest State Park
- Federation Forest Interpretive Trail
- Future interpretive elements added based on the recommendations in the Action Plan, Section 7

Cultural/Special Events

- King County Fair
- Enumclaw Street Fair
- RAMROD (Ride Around Mount Rainier in One Day Bicycle Race)
- Mutual of Enumclaw Annual Spring Bicycle Race
- Enumclaw Christmas Parade
- Pacific Northwest Scottish Highland Games

- Naches Trail Days and Peaches & Cream Festival (Historically held to celebrate the opening of the pass; there is local interest in starting up these events again.)

Who are the Target Markets?

Who visits the area and would be the likely targets of a promotional program?

- People coming to the area for recreational purposes
- People passing through
- Those attending special events
- Friends and relatives of local residents
- Auto or bus tours

Marketing and Promotional Tools and Strategies

Several tools and strategies for marketing and promoting the corridor and informing/educating existing visitors and tourists are described below.

Although some marketing analysis was completed as part of the nomination package for the All American Road designation. This analysis should be supplemented with more specific consumer travel research. The more specific analysis will build on the information that has already been compiled to further identify traveler interests and needs along the corridor.

Create a Graphic Identity

The first step in implementing a marketing plan for the corridor will be to develop an identity for the corridor. What makes it unique and what qualities would attract visitors? What are the features that inspire a sense of civic pride? Once an identity is established, a graphic “look” for the



Picnic off of Forest Service Road 70 Trail

program can be created. The key task will be to develop a logo for all communication materials, marketing pieces, and correspondence. The logo will provide an identity that the public will come to recognize. As well as a logo, a tagline should be developed to be used in conjunction with the corridor (entire All American Road corridor from Enumclaw to Naches.) This tagline can help reinforce the message of the individual's responsibility for caring for the corridor. For example, "—Protecting our Northwest Heritage."

Develop an Interpretive Map within a Brochure/Poster

As the primary promotional piece, the future All American Road corridor organization could develop a full-color brochure in the form of an interpretive map. This brochure could depict a map of the corridor including the following features:

- Points of interest from Intrinsic Qualities Inventory
- Historic features
- Parks
- Trails, camping, hiking
- Interpretive center, visitors center
- Scenic viewpoints, pullouts, stops, public restroom facilities

The brochure would also include the following information and items:

- Calendar of special events
- Historic features
- Cultural features
- Recreational opportunities
- Scenic color photos of the corridor
- Natural history—key features (plants, trees, geologic features)



Tourist and traveler information can also educate visitors about important resources in the corridor and stewardship needs

It is recommended that the brochure be professionally produced and distributed to brochure racks throughout the state at visitors' centers, key tourist destinations, hotels, parks and recreational destinations, and motor clubs. Professional brochure distribution should be considered. Brochures could also be distributed through travel agencies, tour organizations, chambers of commerce, visitor and convention bureaus, and other locations.

Include information about the corridor in travel and tourism publications, regional guidebooks, and other published materials. These publications offer another avenue to publicize the scenic All American Road as a tourist destination.

Media Outreach

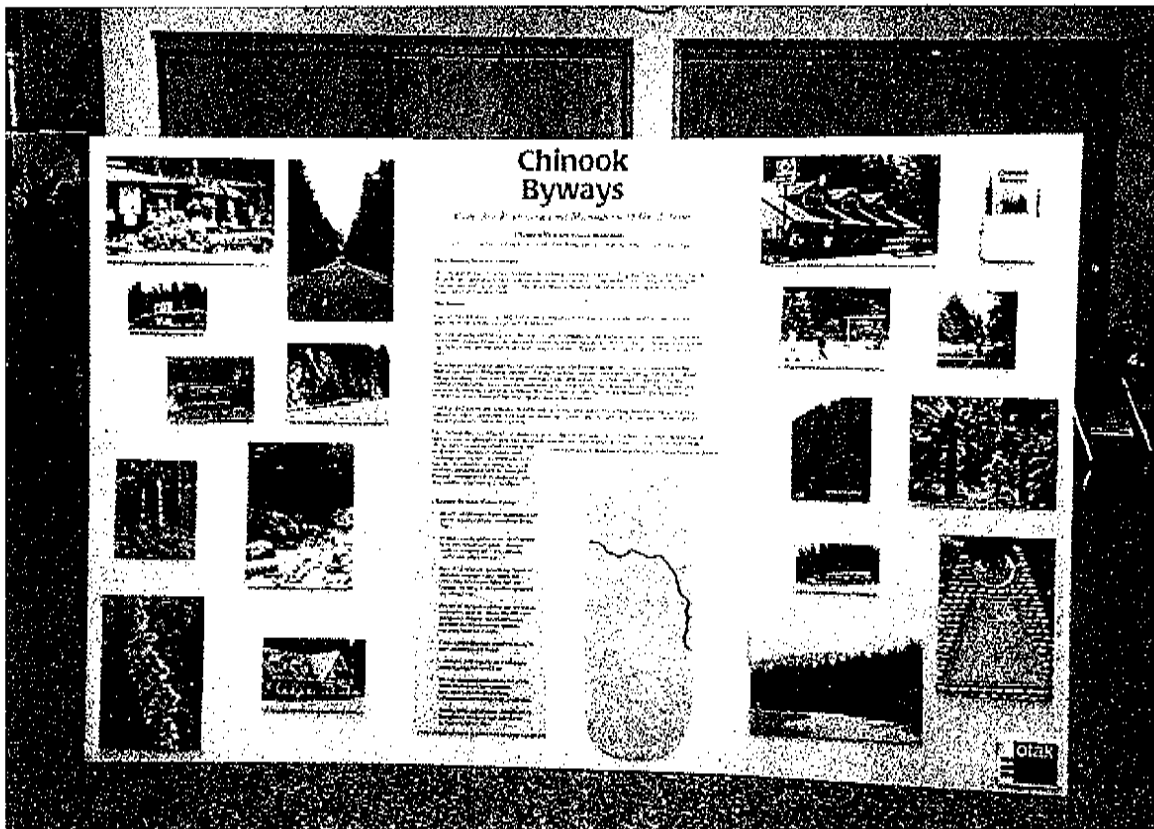
Involving the media is a very cost effective way to get the word out to the public. The media program should include the following elements:

- Develop media contacts list of newspapers, TV and radio stations
- Develop calendar of established special events and invite media to all events
- Establish new opportunities for news coverage such as ribbon-cuttings, ground breaking ceremonies (invite media and public & all involved groups)
- Write and distribute press releases to media list at project milestones; also be sure to distribute newsletters and other project information to the media
- Encourage local newspapers to do a story on the corridor or write a regular column on the corridor and related heritage issues

- Put notices of meetings and activities on local radio and television community bulletin boards
- Promote the corridor's significance to the region and stewardship activities with a locally-produced video or as a guest on local television talk shows or programs

Create a Traveling Display

A free-standing, traveling display provides information to a wide variety of people at a relatively low cost. A display could include a corridor map, photographs of the corridor, information about key features, and ways to get involved and support the program. The display can be set up at shopping malls, libraries, schools, and other public buildings.



Chinook Byways corridor display

Develop a Speaker's Kit

Community members and supporters of the corridor can get involved in promoting the corridor by developing a brief slide show and presentation. This presentation can be given at civic groups and community meetings to promote the corridor. The speakers kit should emphasize the natural beauty of the area, the recreational opportunities available, and suggest ways to support the program. It should include an outline of topics to be covered in a presentation, a slide show of key features along the corridor, and the interpretive map to be distributed as a handout.

Design and Post a Website or Place Information on Other Existing Websites

Corridor information and scenic photographs can be combined to create a website for the corridor. This website could link to the website on scenic highways ("National Scenic Byways Online"). A website should be designed specifically for the SR 410 All American Road corridor to promote associated recreational, tourism, and interpretive opportunities, as well to educate potential visitors about sensitive resources in the corridor and the need for stewardship.

Coordinate with Existing Tourism Promotion Programs

As part of the outreach efforts in promoting the corridor, efforts should be made to inform existing organizations that have a public information component to their organization or agency.

- Park Services/Districts (State Parks, National Parks, National Forests)

- Recreational/Sports Facilities
- Summer promotions with Crystal Mountain
- Environmental Organizations
- Historic Preservation Groups
- Related Public Agencies
- Chambers of Commerce

Form a Subcommittee to Manage the Ongoing Marketing and Promotions Program and Corridor Stewardship Activities

Once the corridor organization is expanded and more formally structured, marketing and fundraising efforts will begin to overlap somewhat. In order to accommodate both efforts, a subcommittee should be formed made up of citizens, public agency representatives, and interested businesses to manage fundraising efforts and recruit support for the corridor.

The corridor contacts list should be kept up to date as an important resource for marketing and promotions activities. To assist in these efforts, the subcommittee may want to develop a simple project information brochure that highlights opportunities for stewardship and volunteer activities. The brochure would include a form for making donations to the project, volunteering time and experience, and adding a participant's name to a project mailing list.

For more ideas related to promoting the corridor publicly, refer to the Next Steps section of this Guidebook, which provides some information about successful tools for public involvement.

Purpose of the Signing Program

Signing along the byway should effectively communicate information to travelers while also minimizing adverse affects on the scenic values of the corridor. Signs will be installed at gateways as well as along the corridor to identify the scenic byway and special points of interests, including information centers, wayside interpretive elements, historic markers, recreational sites, and other places. It is important that signing be coordinated between the various jurisdictions and regions of the corridor, and this Signing Program provides a foundation for that coordination to occur in the future.

This Signing Program can serve as a resource for sign planning for the entire All American Road. When expanded planning for the All American Road progresses further, and the corridor logo and identity are confirmed for the entire corridor, a specific Signing Plan should be developed. The Signing Plan should recommend specific locations for the various types of signs described in this Signing Program and depict the recommended locations on a map. The future Signing Plan will need to be coordinated with the Washington State Department of Transportation (WSDOT).

It is anticipated that a coordinated program of signing will be installed throughout the corridor, and that signs will have common graphic elements such as the borders, lettering, color, and a logo, all developed within a consistent family of shapes and styles. It is envisioned that the design concept of signing and roadside elements used on the Mather Memorial Parkway will be extended throughout the corridor, and the *Development Guidelines for Mather Memorial Parkway* should be referenced as part of the sign design process.

The Signing Program provides guidance related to directional and identification signs for the corridor. The Signing Program does not address regulatory/advisory signs, such as “stop” signs, speed limit signs, “curve ahead” and other types of signs, or traffic control devices. These types of signs are regulated by the *Manual on Uniform Traffic Control Devices* (MUTCD), Washington’s adopted standard for public roadways.

The provision of adequate directional and identification signing is crucial to the proper functioning of a traveled way and enjoyment to its users. Signing that is not coordinated between jurisdictions along any given route can appear disjointed and confusing to the traveler.

Developing a unified and coordinated approach to signing for the byway is important in order to help reinforce the identity of the corridor, to assist the traveler with wayfinding, and to minimize intrusions on the scenic values of the corridor.



Improved traveler orientation to recreational sites along the corridor is a benefit that will result from the signing program

All signs should be easy to read and should clearly convey the intended information. Signs must be carefully designed and installed in accordance with all applicable requirements to avoid creating hazards to drivers, as well as to allow for convenient maintenance.

The Signing Program summarizes the provisions of the *Scenic Byway Logo Signing Guidelines*, published by WSDOT in December 1996. These guidelines define the eligibility criteria for byway logo signing and WSDOT's position on key policy issues related to three types of signs: gateway signs, trailblazer/marker signs, and supplemental guide signs. The Signing Program also addresses additional types of signs not addressed in the *Scenic Byway Logo Signing Guidelines*. The *Scenic Byway Logo Signing Guidelines* are included in full as an appendix to this Guidebook for reference purposes.

Types of Signs Addressed by the Signing Program

The Signing Program addresses several types of signs for the SR 410 corridor:

- Gateway signs
- Trailblazer (marker)/scenic byway logo signs
- Directional guide signs and advance warning signs
- Supplemental guide signs
- Interpretive signs/panels and historic/heritage markers
- Special feature/place name signs
- Milepost markers

Signing Recommendations

Descriptions of the types of signs to be installed along the corridor and special considerations and recommendations related to each are presented below. Suggestions for general locations of signs are provided.

It is anticipated that additional coordination related to signing, logo development, and use

of design guidelines for the entire All American Road route will take place in the future and will determine the specific design and locations for signs to be added along the corridor. As such, specific sign locations for the Chinook Byways segment of the corridor are currently not shown on the Action Plan Map included at the end of Section 7 of the Guidebook.

Gateway Signs

Gateway signs are located at or near the beginning of the scenic byway to notify travelers that they are entering the byway.

Gateway signs typically include the scenic byway logo, possibly in a slightly larger size, and are attached to a welcome panel/structure and setting with a different style than the typical sign posts that support the



Existing gateway sign in Greenwater

scenic byway logo throughout the byway. There may be landscaping or other features, such as stone columns, installed as part of the gateway feature.

A gateway sign may consist of a larger standard highway sign with a green background, or it may be of a unique design style, as long as there is coordination with WSDOT and other applicable jurisdictions.

Gateway signs can also be incorporated into a larger entry wayside or roadside pullout that includes information on what to do, see, and learn about in the corridor. These areas may also include a map and space for brochures and other tourist information materials. When used in this situation the gateway signs are referred to as “orientation signs” in the WSDOT *Scenic Byway Logo Signing Guidelines*.

Gateway signs may be back-lit, bottom-lit, or reflectorized for night visibility. Refer to the WSDOT *Scenic Byway Logo Signing Guidelines* for additional design considerations.

For SR 410, it is recommended that gateway signs be located at the major portals to the corridor, including one at the eastern outer limits of Enumclaw. Gateway signs could also be used as “orientation signs” at waysides and pullout areas developed along the corridor.

For visual unity along the entire All American Road corridor, it may be desirable for gateway features to incorporate similar elements as the gateway signs installed on the Mather Memorial Parkway. The WSDOT *Scenic Byway Logo Signing Guidelines* strongly recommend that a single logo be



Mather Memorial Parkway Gateway sign design

used along a scenic byway to minimize confusion to the traveler. However, additional wording could be added, or there may be a slight modification to the sign, to clearly identify the entry into special segments of the corridor, such as the Chinook Byways segment. Mather Memorial Parkway gateway signs are typically 4 feet wide by 10 feet high and are located outside the clear zone of the highway.

Trailblazer (Marker)/ Scenic Byway Logo Signs

Trailblazer/scenic byway logo signs identify the significance of the corridor as a scenic byway to travelers, and may also identify it as an historically, culturally, and/or educationally significant route. A good example of the a trailblazer/scenic byway logo is the Lewis and Clark Trail marker found along the Lewis and Clark Highway segments in the southern portion of Washington state.

Trailblazer or scenic byway logo signs (markers) are placed along the scenic byway route to identify and mark the corridor. Trailblazer/ scenic byway logo signs consist of the scenic byway logo, which is sometimes depicted on a shield or plaque affixed to a standard sign post. The trailblazer/scenic byway logo sign may be accompanied by highway route markers or other directional signs affixed to the same sign post. Since the logo sign is typically an enlarged version of the scenic byway logo placed on a sign post alone or with another sign, it does not have a typical background color. The minimum suggested size for the sign is 24 inches by 24 inches and the sign should be reflectorized for night visibility. Refer to the WSDOT *Scenic Byway Logo Signing Guidelines* for additional design considerations.

A logo design for the overall SR 410 corridor currently does not exist, but it is anticipated that the logo design will coordinate with

and be compatible with the Mather Memorial Parkway logo design. Trailblazer/scenic byway logo signs should be located along the corridor at regular intervals (approximately every 15 to 20 miles, or 25 to 30 kilometers). Where possible, logo signs could be added to sign posts that already hold a route identification sign. Logo signs can also be added in conjunction with other signing that already exists along the corridor, such as the Mud Mountain Dam sign, Greenwater gateway signs, or other directional guide signs.



Example of scenic byway logo sign from WSDOT Scenic Byway Logo Signing Guidelines

Directional Guide Signs and Advance Warning Signs

Directional guide signs direct and orient visitors to their destinations along the corridor. These signs assist corridor visitors with wayfinding and identify points of interest located along the corridor or off the main route. Directional guide signs identify recreational opportunities, visitor services and facilities, cultural and historic sites, and other destinations and attractions along

the corridor, such as parks, ski areas, interpretive centers, museums, art galleries, and other sites of interest and importance to the traveling public.

Blue and white visitor information signs, and brown and white recreational signs are included in this category.

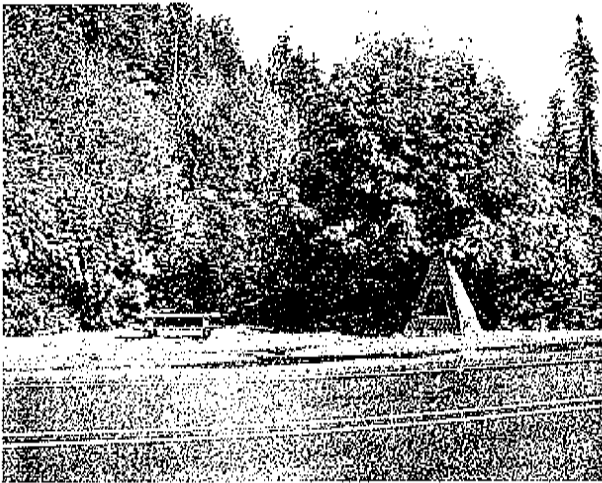
These signs should be highly visible and constructed for long-term durability, in accordance with all applicable standards.

Directional guide signs are typically placed on both sides of the highway (in each direction) in advance of the turnoffs to subject destination or attraction.

Some examples of directional/guide signing that would be appropriate for the SR 410 corridor include:

- Signs with white wording on a blue background, such as “Visitor Information Center—Next Right” should be placed in advance of new visitor information facilities/welcome centers developed along the corridor, including the one recommended for the western gateway to the corridor in the Enumclaw vicinity.
- Signs to identify upcoming locations where multiple recreational opportunities exist should be added, for example in association with Forest Service Roads 70 and 74 on the SR 410 corridor. A sign with white wording on a brown background such as “Recreation Area—Next Right” would be appropriate here and at other locations where cross roads access multiple recreational opportunities. International symbol pictograms of the types of recreational opportunities available should be included on the sign. Pictograms have the distinct advantage of being easily understood at highway speeds, yet are able to provide important information in a small space.

- New signs in association with new interpretive elements such as interpretive centers and wayside exhibits that might be developed along the corridor, including the recommended wayside interpretation for Goodwater Springs and the rock monument that marks the first crossing of Naches Pass by Euro-American pioneers.



Directional guide signs in advance of the rock monument would assist travelers with wayfinding

- New signs to identify upcoming locations of single-site recreational opportunities, such as newly developed trailheads and water access points. New directional guide signs could also be used in conjunction with developed viewpoints, snoparks, wildlife viewing sites (in conjunction with the Watchable Wildlife logo).
- Wording, scenic byway logos, and pictograms added to existing signs along the corridor to more clearly identify important features and intrinsic qualities of the corridor. For example, with the existing Federation Forest State Park signing, additional wording related to the Naches Trail and its historic significance could be added.

Advance warning signs are currently in place at several locations along the corridor for turnoffs and historical markers (such as in advance of Federation Forest State Park and other locations.) Advance warning signs should be one-quarter mile ahead of the pullout and located in either direction of the traffic flow. The signs should be located in a clearly visible location, and be large enough to be readable from a vehicle going 45 m.p.h. These signs, like other highway signs on wooden posts in the clear zone, must meet WSDOT's breakaway standards.

Additional advance warning/notification signs will be needed in advance of waysides, recreational sites, and other attractions developed in the future to notify visitors of the upcoming turnoffs. Advance warning may also be needed at some existing sites and turnoffs along the corridor, particularly as recreational uses along the corridor increase over time. Advance warning signs should be placed in each direction on the highway prior to intersections and turn-offs, but only on one side, facing the direction of travel prior to adjacent waysides and roadside pull-offs on the same side of the highway to avoid hazardous left-turning movements.

Supplemental Guide Signs

Supplemental guide signs are only placed on connecting state routes in advance of intersections with the scenic byway to direct visitors to the scenic byway route.

For SR 410, there are several connecting state highway routes in the Enumclaw vicinity where supplemental guide signs could be installed to orient travelers to the direction of the scenic byway. These connecting state routes are 164, 167, and 169. It may also be possible to include

supplemental guide signs on routes that connect to these routes with additional wording such as “Next Exit—To SR 410—All American Road.”



Example of supplemental guide sign from WSDOT Scenic Byway Logo Signing Guidelines

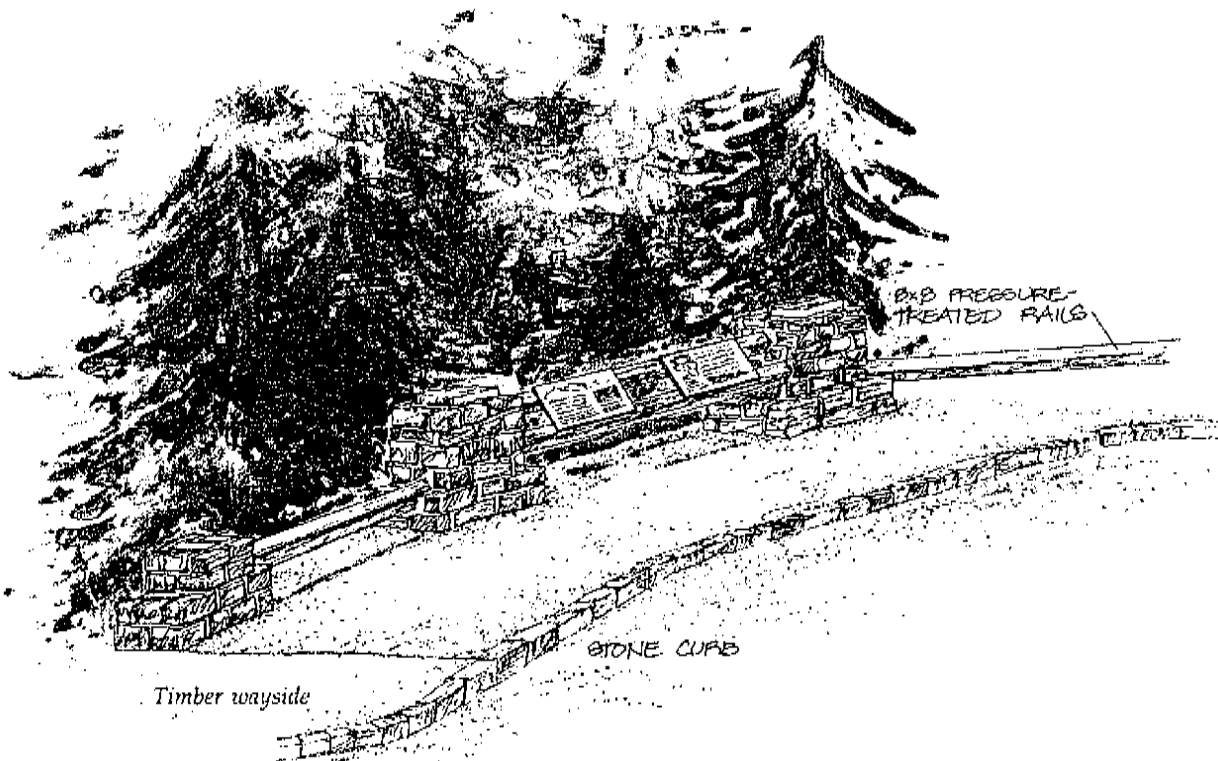
Supplemental guide signs typically provide information on a green background and must be designed in accordance with

WSDOT requirements, and with other types of highway signing placed along the right-of-way, these signs are installed and maintained by WSDOT. Refer to the *Scenic Byway Logo Signing Guidelines* for more information.

Interpretive Signs and Historic/Heritage Markers

Interpretive signs, panels, and kiosks communicate something about special places and events that either currently exist or that existed in the past along the corridor. Interpretive signs are typically tied together to reflect an overall theme for the byway and designed with a unifying style that is recognizable as a design element throughout the byway.

Interpretive signs and the structures that support the signs/panels should be constructed of materials that complement the natural and cultural elements unique to



Wayside design suggestion from WSDOT Scenic Byway Logo Signing Guidelines

the byway. Interpretive signs should be responsive to the special qualities of the sites, yet still provide unity to the overall byway system.

Historic/heritage markers include signs or monuments that have been installed to mark an historical event. These types of signs or markers typically provide less detail and illustration than an interpretive sign/panel.

Interpretive wayside exhibits are an excellent medium to tell travelers about the intrinsic qualities of the corridor. Multiple exhibits throughout the corridor can be used to link the various sites together through a strong theme and consistent design. Interpretive information can also be displayed on larger kiosks, along with traveler information and maps.

The corridor logo could be included in a smaller size on the interpretive elements. Displays should use a consistent color scheme, format and type style. It is recommended that interpretive waysides incorporate the same stone and masonry detailing as the interpretive waysides, guard walls and other signing elements along the Mather Memorial Parkway.

Refer to the Interpretive Program and Design Guidelines in Section 6 of this Guidebook for more information.

Special Feature/Place Name Signs

Special features and place names could be identified along the corridor with small signs (i.e., Twin Creeks, Scatter Creek Flats, Bridge Camp, etc.) These small signs could be placed in the right-of-way either on their own, or in conjunction with other signing if it is located near the element being identified. The small signs could be designed to be consistent with other signing used along the corridor, including that used on the Mather

Memorial Parkway segment. It is recommended that the byway logo not be used in conjunction with these signs to avoid “logo overload.”



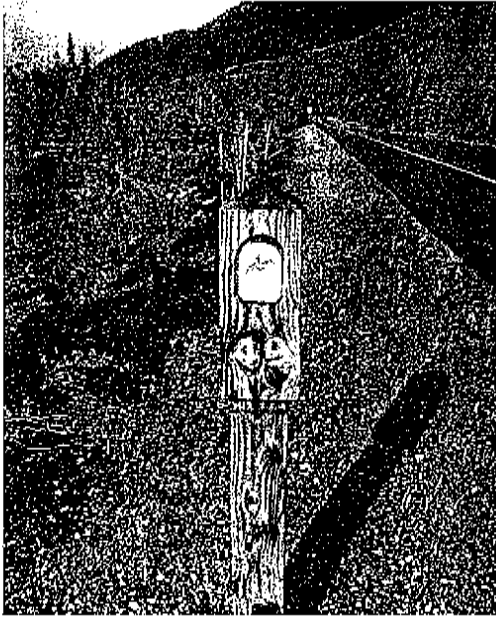
Trail marker/sign from Development Guidelines for Mather Memorial Parkway

Milepost Markers

Currently, milepost markers along the Chinook Byways segment of the corridor are designed and installed in accordance with typical WSDOT requirements. It may be desirable to extend the Milepost Marker used along the Mather Memorial Parkway segment of SR 410 throughout the Chinook Byways segment.

It should be noted that milepost markers could be important for developing an integrated interpretive plan and informational brochure. Interpretive areas and other areas of significant interest can easily be identified and referenced in the publication and readily located on the ground by visitors.

Mileposts should be placed for best visibility and designed in accordance with applicable



Mather Memorial Parkway milepost

standards. Refer to the *Development Guidelines for Mather Memorial Parkway*, included as an appendix with this Guidebook, for more detailed design information. Also coordinate with WSDOT and the National Park Service on the design and use of the Mather Memorial Parkway milepost marker on the Chinook Byways segment of the corridor.

Implementing the Signing Program

Overall Benefits

The recommended Signing Program will provide travelers with an informative and attractive series of signs along SR 410 that will supplement the existing signs, including existing regulatory and advisory signs. The use of a byway logo on gateway and trailblazer signs help to make motorists aware that they are on the scenic byway/All American Road route. Appropriate signing of major destinations and attractions along the byway will help travelers find their way and enjoy their visit more fully.

As planning and management efforts for the All American Road corridor move forward, this Signing Program should be expanded and coordinated with the other jurisdictions involved to ensure that a cohesive, consistent, and aesthetically acceptable approach to signing along the corridor is provided.

Reducing “Sign Clutter”

Implementing the Signing Program provides an opportunity to avoid the overuse of signs, which can create “sign clutter” along the corridor. Careful consideration should be given to where to eliminate redundant or repetitive informational signs and where to consolidate signs. Where possible and practical, multiple signs can be located on a single sign post, as long as the information presented still conveys a clear message to travelers. With replacement of signs as part of ongoing maintenance, new signs should be consolidated as feasible.

It should be noted that, as part of avoiding the overuse of signs along the corridor, directions to less prominent destinations and attractions can be provided in brochures, pamphlets, and other information available at visitor information centers.

Signing Program Implementation Process

The basic steps for designing and installing the types of signs described earlier in this section along the scenic byway are as follows:

1. Confirm the identity, logo, and gateway designs to be used on the corridor with the overall corridor organization for the All American Road. Develop a coordinated signing plan for the entire corridor.



Example of combined scenic byway logo sign and route marker on single signpost from WSDOT Scenic Byway Logo Signing Guidelines

2. Pursue funding to implement the coordinated signing program through the Federal Highway Administration National Scenic Byway Program and/or other sources.
3. Finalize design of signs to be installed and obtain design approval from WSDOT regional planning and traffic office.
4. Have the signs manufactured or, in the case of more elaborate gateway signs, obtain bids in accordance with funding requirements and have the gateway feature constructed at the proposed site. It is recommended that the WSDOT regional office oversee the order and manufacture or construction of signs intended for use in the right-of-way to ensure that they meet specifications.
5. Continue with ongoing promotional and marketing activities related to the byway that incorporate the byway sign logo. Printed materials, such as maps and brochures that are coordinated with the signing program and reference

mileposts can help to orient travelers and direct them to specific locations along the byway.

6. WSDOT Northwest Region staff will then coordinate the manufacture and installation of signs by WSDOT maintenance crews. WSDOT representatives will ensure that signing meets current traffic requirements.
7. Coordinate with WSDOT on maintenance. WSDOT is responsible for maintenance of signs within the highway right-of-way, but local communities and byway organizations can help WSDOT by letting them know of problems associated with signs and by providing volunteer services for special gateway features (to maintain landscaping or other tasks.) Funding for maintenance should be factored into the initial budget for sign development and obtained by the corridor organization.

Relevant Signing Design Regulations

All signing located within the Chinook Byways segment of the SR 410 right-of-way will need to be coordinated with the Washington State Department of Transportation (WSDOT).

The WSDOT *Scenic Byway Logo Signing Guidelines* and the National Park Service *Development Guidelines for Mather Memorial Parkway* contain design provisions specific to the corridor that should be referenced with all signing design and installation in the future. Both of these sets of guidelines are provided as appendices to the Guidebook.

Some types of signing installed along the corridor, including directional guide signs and supplemental guide signs will need to be designed and installed in accordance with the *USDOT Manual on Uniform*

Traffic Control Devices (MUTCD) and the *WSDOT Traffic Manual*, as well as the *WSDOT Sign Fabrication Manual* and the *WSDOT Design Manual*.

The *National Forest Scenic Byway Sign Handbook* (FSH 7109.11) also provides direction related to signing for scenic byways and is a useful reference for signing design guidance, particularly related to minimizing the visual/aesthetic impacts of the signing.

Compliance with Outdoor Advertising Controls

The Federal Highway Administration requires outdoor advertising controls for designated scenic byways. In Washington, the Scenic Vistas Act of 1971, Chapter 47.42 RCW and Chapter 468-66 WAC, was enacted to promote and protect the natural beauty of areas adjacent to officially designated state scenic and recreational highways, as well as primary and interstate highways. The purpose of the Scenic Vistas Act was to promote the public health, safety, welfare, convenience, and enjoyment of public travel.

The level of outdoor advertising that currently exists along the SR 410 route is very minimal. The sole large town on the route is Enumclaw at the western portal to the corridor. It is anticipated that outdoor advertising will remain minimal along the corridor because:

- the majority of land along the corridor is either privately managed forest or publicly owned forest;
- there is a low population density along the corridor; and
- there is a long standing commitment by communities along the route to preserving the scenic and other valuable intrinsic qualities of the route.

Specific Outdoor Advertising Controls of the Scenic Vistas Act

On-premise advertising signs are specifically regulated by the Scenic Vistas Act. An on-premise sign advertises an activity conducted on the property on which the sign is located. This type of sign is limited to identifying the establishment, or the principal or additional products or services offered on the property.

The Scenic Vistas Act requires that outside of a 50-foot distance of the advertised activity, only one sign can be visible in each direction of traffic on the state route. This sign may be one sign structure with advertising copy on both sides of the sign panel, or it may be two signs structures with advertising only on one side of each panel. Signs more than 50 feet from the advertised activity may not exceed 20 feet in length, width, or height, or 150 square feet in area, including the border and trim, but excluding supports.

Signs located more than 50 feet from the advertised activity may not be located a greater distance than one of the following options: 150 feet measured along the edge of the highway from the edge of the main driveway of the business; 150 feet from any outside wall of the main building; 50 feet from any outside edge of any regularly used parking lot associated with the business.

All signing must comply with applicable governmental regulations and signs must be located in accordance with WSDOT standards for clear zones adjacent to the highway.

Other Applicable Regulations

In addition to Scenic Vistas Act requirements, state scenic, primary and interstate highways must comply with the Highway Beautification Act, Title 23 U.S.C., Section 131.



Outdoor advertising controls are already in place to protect the natural beauty of Washington's scenic byways

In addition to the federal and state laws related to the placement of outdoor advertising that are administered by the Washington State Department of Transportation, local governments along the corridor regulate signing and advertising through local ordinances.

All property owners are expected to comply with local, state, and federal regulations for outdoor advertising control along SR 410. Compliance with outdoor advertising requirements, in accordance with the provisions of the Scenic Vistas Act and other signing regulations, is verified by local authorities and WSDOT outdoor advertising inspectors and maintenance workers on a regular basis.

For more information related to existing advertising and signing controls and guidelines, refer to the following publications.

- *WSDOT Highway Advertising Control: Scenic Vistas Act*
- *WSDOT Highway Advertising Control: Motorist Information Signs*
- *King County Zoning Code*
- *Pierce County Zoning Code*
- *City of Enumclaw Zoning Code*
- *Town of Greenwater Vision and Gateway Community Policies*

Interpretation Program

Interpreting the Unique Features of the Corridor

The interpretive program provides a plan for communicating the unique qualities and significant resources along the Chinook Byways corridor to visitors. This Interpretive Program eventually could be expanded to encompass the entire All American Road. For now, the emphasis of the program is on the Chinook Byways segment of the All American Road corridor.

The most significant stories relating to the six intrinsic qualities: scenic, natural, historic, cultural, archeological, and recreational can be tied together with an interpretive theme, and then presented to visitors through a variety of medium. The theme and the relevant stories are at the heart of an interpretive program. The interpretive program educates, entertains, and elevates the experience for visitors to the Chinook Byways corridor. From the existing conditions analysis and intrinsic quality research, several reoccurring stories and themes emerged that give the Chinook Byways corridor its unique quality. These stories are summarized below. Also, refer to the Existing Conditions Analysis and Intrinsic Qualities Assessment sections for more information.

Mount Rainier

The natural history of Mount Rainier is closely tied to the Chinook Byways corridor. This majestic volcano that shaped the landscape should be interpreted to a much greater degree along the corridor. Interpretation should include the formation of the volcano and its dynamic history of growth and eruptions and other geologic events like the Osceola mudflow that shaped the corridor and on which Enumclaw sits.

Interpretation should also include the possible scenarios of what a future eruption would be like.



There are many interesting stories related to Mount Rainier that could be interpreted to the traveling public

Mount Rainier also ties together the natural and cultural histories of the corridor. The mountain has always been both revered and feared by cultures that lived in its presence. The interpretive program should explore how the Native American culture in the area of the corridor was influenced by the presence of Mount Rainier. The mountain divides not only the plant and animal types, but also cultures. It would be interesting to interpret the differences of the west side and east side. The rich natural environment, the natural history, and the mythology and cultures could be compared and interpreted.

The story of Taho the elk should also be told. From a distant view, an elk head impression can be seen on the western edge of Mount Rainier. This 6,000-foot head of an elk was first identified by an early settler. In Salish legend, the elk "Taho" stood guard over comings and goings since the beginning of time. An opportunity to tie in the physical



presence of the mountain with the cultures of the area could be done with interpretation of Taho.

The stories about Mount Rainier should be told in places where the mountain, or its geologic and geomorphic qualities and impacts can be viewed. The best distant views to the mountain on the Chinook Byways corridor currently exist in Enumclaw as one enters the corridor from the west, in the vicinity of Milepost 25.2. Another possible viewpoint that could be created with some clearing of trees adjacent to the roadside is located at Milepost 35 (approximate.)

Naches Trail

Long before pioneer settlers crossed the Naches Pass on the Naches Trail, the trail was already in place as a cross-Cascades route. In ethno-historic periods, archeological evidence indicates indigenous families and groups used portions of the trail route for countless centuries to travel across the divide to trade with other Native American tribes.

Recorded history of use of the trail suggests that in the early 1800s, Puget Sound tribes such as the Muckleshoots and Yakamas used the Naches Trail for trade and intertribal cultural gatherings. It was the Hudson Bay Company that began the trade industry with the establishment of forts such as Ft. Langley, Ft. Colville, and Ft. Nisqually in the 1820s and 1830s. The Naches Trail was used for fur trade of beaver, otter, and deer skins by trappers and Native Americans including the Yakamas and the Klickitats. Cattle raised by eastside Native Americans were also traded and herded in cattle drives over the pass. Shepherders were also present in the area in the nineteenth century.

The first pioneer crossing of the Cascades on the Naches Trail occurred in 1853 by the Longmire/Biles party. The story of this crossing is described in the Intrinsic Qualities Assessment section and is also included as a story page at the end of this section of the Guidebook.



Wagon train descendants

The pressure of settlement to the area brought US authority, as well as road builders to the region. A very primitive road over the pass was finished in 1855 followed by a great rush of prospectors when gold was discovered in the Yakima River. Conflicts between the US and Native American Tribes led to the construction of a military fort on the Naches Pass. Settlers continued to come in the late 1860s–1870s with a homesteading explosion in the 1880s.

In the late 1880s, timber was the dominant industry of the region. The White River Shingle Mill Company, later to become the White River Lumber Company which then merged with Weyerhaeuser, was established in this area during that time. The environmental movement of the late 1890s led to the establishment of Mount Rainier National Park in 1899, but outside the park, the logging industry continued to expand. In the early 1900s, a logging railroad was built and the mill was expanded.

integral with the landscape and the people for over 100 years. One of the best opportunities to interpret this history is in this corridor where many developments in the industry took place and the natural resources of these “working forests” are still managed.



White River Lumber Company brochure face

The White River Lumber Company was formed in 1897 after a fire destroyed the original mill of the White River Shingle Company. In 1902, a forest fire caused another rebuilding, but with rail logging and other technological innovations, production was soon up to 100,000 board feet. Various other technological improvements throughout the teens and 20s brought production up to 350,000 board feet

by the end of the 20s. By the 1940s, when the first logging truck was added, logging railroads reached 100 miles long. Weyerhaeuser and White River merged, making it one of the largest timber companies in the Northwest. By the early 50s, log railroads were obsolete and railroad was converted to truck roads that are still used today.

The White River Mill, located along the Chinook Byways corridor was a historically fascinating area. Besides the mill, there was the hotel, mill pond, planning mill, rail yard, and Camp Ellenson, the home to mill workers and loggers. There was also another site that was home for Japanese mill workers. Although many of these structures no longer exist, historical photos, written records, and historical artifacts would provide an incredible interpretive glimpse into the life and industry along the Chinook Byways. Weyerhaeuser is still a strong presence along the Chinook Byways, being the largest private land owner. The historic development of their forest management practices and display of working forests provide other interpretive opportunities for travelers along the corridor.



Historic photo of Greenwater

Mount Rainier Mining Company and the Storbo Road

During the summers of 1897 and 1898, prospectors discovered signs of copper ore deposits on the east flank of Mount Rainier, between the Emmons and Inter Glaciers, in a place called Glacier Basin. In the summer of 1902, Peter Storbo of Enumclaw and B.P. Korssjoen returned to the basin and staked 41 claims, and in 1905, they formed the Mount Rainier Mining Company.

The first recognition of this mining operation by park officials apparently occurred in 1906, when the Interior Department granted permission to Storbo to improve the trail up the White River. The improvements to the trail, which occurred between 1914 and 1916 created a wagon road that functioned as the first roadway within the SR 410 corridor. The roadway provided one of the first means of access to the northeast section of Mount Rainier National Park, although the road was very steep and nearly impassible to motor vehicles in those early years. This early road was known as State Road No. 1.

New Deal Era Projects

The area also has a rich Civilian Conservation Corps (CCC) history, with structures and elements built by the CCC and other public works organizations established as part of President Roosevelt's New Deal in the 1930s. This history is evidenced by some of the incredible craftsmanship work done on older cabins and other structures along the corridor. Near Greenwater, Government Meadows provides an opportunity to interpret this history. Silver Springs Campground and Dalles Campground also carry this legacy with many examples along the corridor up to Mount Rainier National Park. In 1922, these work camps were designated in plans for public campgrounds and in the 1930s,

tables and fireplaces were built. Many other examples are in and around Greenwater.



Historic photo of White River Camp

Federation Forest State Park

Federation Forest State Park was originally established by a land donation from the Washington Federated Women's Club in the 1930s and then later expanded in 1949. The Catherine Montgomery Interpretive Center was developed through funds willed by Miss Montgomery in 1958. Miss Montgomery was a pioneer educator deeply interested in conservation. The primary purpose of the interpretive center is to show the contrasts in nature found in Washington. In the developed portion of the park, the exhibits illustrate the widely diverse beauty and character of the native flora.



Existing interpretive sign in Federation Forest State Park

In the 1910s United States Forest Service made improvements to the Naches Trail. Transportation improvements came soon after, including the development of the first wagon road in proximity to the current alignment of SR 410. This wagon road, originally called the Storbo Road and then State Route No. 1, was a primitive road and often unpassable to motor vehicles. The road was built by Peter Storbo, one of the owners and operators of the Mount Rainier Mining Company, which mined copper ore from near the Emmons Glacier at Mount Rainier.

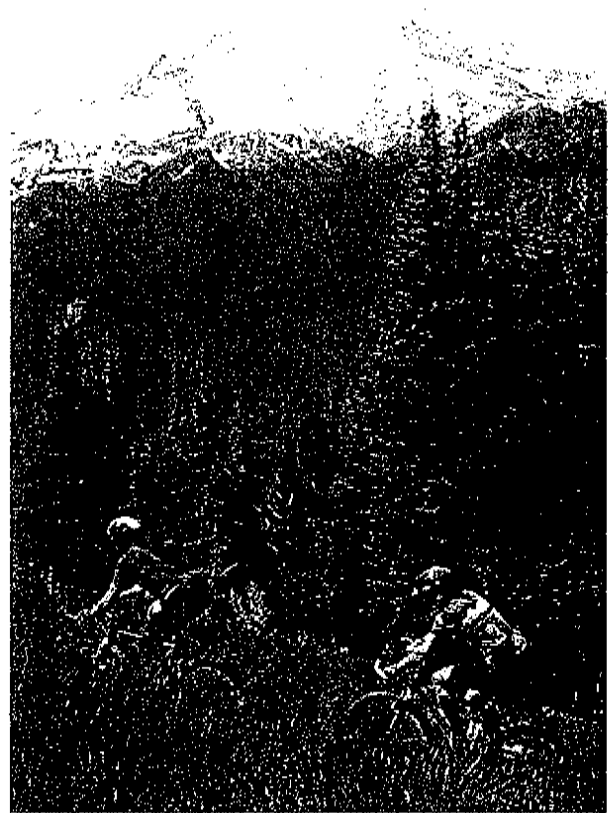
The significance of the trail is not only recognized today, but has been for generations. The Naches Trail Pioneer Monument, located just off SR 410 in Greenwater was erected in 1913 to commemorate the early pioneers who crossed the continent with wagons and teams in 1853. The 150th anniversary of this crossing over the Naches Trail should be commemorated. SR 410, the spine of the Chinook Byways corridor, was once called the Naches Pass Highway because of its connection to the historic Naches Trail and passage over the Cascades. The pass is now commonly referred to as "Chinook Pass." It has been said that the term "Chinook" is a reference to the Chinook winds that sometimes blow through the pass. They have been referred to as the "Chinook Winds" historically because they blow from the direction of the homelands of the Chinookan people.

The Naches Trail can still be seen and still traveled on in some areas of the corridor. The interpretive program should include the best of these sites in corridor maps and brochures. The Naches Trail should be recognized for its historical importance by official designation on the National Historic Register.

Signs should be installed to let people know when they are on or near the Naches Trail and where they can access the trail from the highway. In addition, several interpretive signs should be developed to interpret the uniquely rich historic significance of the trail and those whose lives were changed when they made the journey over the Cascades.

Other Trails

There are many other important trails that connect to the Naches Trail. Other trails that are part of the Divide Ridge Trail network that was formed by sheep herds grazing in the area many years ago, include Twin Creeks Trail, Huckleberry Divide Trail, Slippery Creek Trail, Bone Lake Trail, Christoff Trail, and others. These trails, like the Naches Trail, have historic significance and were used by Native



Mountain bikers on Christoff Trail

Americans and early settlers for crossing from Green and White River valleys. Many of these trails still exist and are used for recreational uses.

Trailheads should be developed, and trails should be clearly marked with signs, milepost markers, and other important information.

These trails provide additional opportunities for interpretation related to natural features and historic events. Where trails pass through unique or interesting natural features, plant communities, or animal habitats, interpretation could be provided.

Although good interpretation exists at the Catherine Montgomery Interpretive Center and Trail at the Federation Forest State Park, in-field examples could show how certain plant communities have changed since pre Euro-American settlement.

Salmon spawning could also be described at stream crossings on the Greenwater River, Slippery Creek, and Twin Creeks.

The story of the elk herd brought to the area could also be interpreted. Due to direction by President Roosevelt, elk were imported from Yellowstone to this area in 1912, 1914, and 1915 forming the nucleus of the herd still here.

Huckleberry Mountain flora could be interpreted by describing how repeated burns destroyed tree production allowing grass and huckleberry to take control. Native Americans and settlers gathered berries there and now it is a popular place for hikers, bicyclers, and horsemen.

Native American Culture

General cultural activities, both past and present of the Native American tribes of the region could be interpreted at locations along the corridor. Information about migratory hunting, food and medicinal

plant gathering, and berry-picking, as well as legends related to the area, including those associated with Mount Rainier would be appropriate themes.

Pioneers/Settlers

The history of early pioneers and settlers in the Chinook Byways corridor provides another rich interpretive opportunity. These stories could be linked to the Naches Trail interpretation about their travels. The interpretation could be expanded to convey what it was like to actually live and work in the Chinook Byways area in the nineteenth century.

The area was a popular gateway for pioneers, because of the Naches Trail. The presence of rivers, great timber forests, and outlying farm lands, also made the area popular for settlement. There are many historic areas along the corridor, including remains of cabins built by early settlers. There are few remnants of the old timber claims and trapper cabins remaining in the Greenwater River valley. One of these is the old Christoff Cabin. Many homesteaders came to the area, some with the intention of gaining land to sell the timber. Once this was realized by the Forest Service, they launched a campaign to identify illegal claims that did not meet the requirements of the Homestead Act, so many of the claims were canceled.

Some of the standing structures in Greenwater date back to the 1920s. The Naches Tavern is a community landmark that was rebuilt in 1940 after a fire. There is also the history of the White River summer homes built for recreation also during that time period.

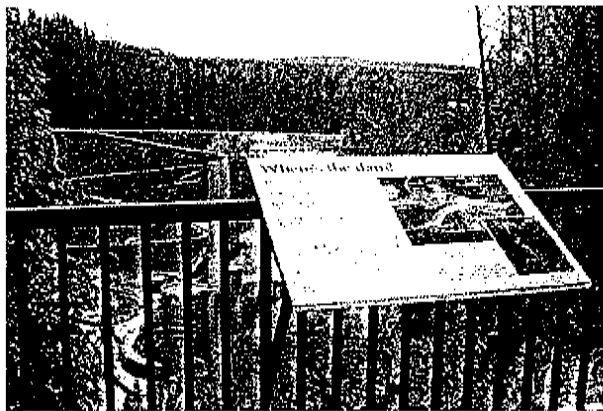
**White River Lumber Company/
Weyerhaeuser Company**

The timber industry in the Chinook Byways corridor has a rich history that has been

Interpretive resource materials for two themes: “The Peaches and Cream Festival” and “The First Pioneer Crossing of Naches Pass” are provided on pages 6-13 and 6-14.

Suggested Interpretive Facilities

Several types of interpretive elements could be constructed along the corridor at various locations. These interpretive and information “stops” for visitors have the potential to reach a large number of travelers who may be looking for information about the All American Road corridor. Information and interpretation provided at these locations can also help to establish the identity of the corridor, promote a sense of stewardship by educating travelers about sensitive areas and important resources of the corridor. If properly designed and constructed, these interpretive features can be long-lasting, easy to maintain, and aesthetically attractive for a moderate cost.



View of White River and hillsides beyond

Types of interpretive elements that should be considered for the corridor include new interpretive centers, upgrades to an existing interpretive center, wayside exhibits at roadside pull-offs along the corridor, and interpretive panels at various locations including trailheads and historic sites.

New Interpretive Centers

There is a need to develop new interpretive centers or large interpretive/information kiosks at a few sites adjacent to the corridor. These facilities could include indoor and/or outdoor displays, restrooms, information and maps about the corridor’s tourism and recreation opportunities, and interpretation covering historical themes and unique qualities of the corridor. In some cases, a large shelter or kiosk may be sufficient. Some possible locations for these elements include:

- A new gateway/welcome center, developed at the east edge of Enumclaw as a gateway to the All American Road corridor. This gateway or welcome center could be developed in association with current plans to relocate the USFS office to the Dairy Queen in this vicinity. Another possibility is the park at the east edge of town, site of the former Pete’s Pool, which is now King County property.
- The White River Mill site on Weyerhaeuser Company land provides an ideal location for interpretation on the history of the White River Lumber Company, Weyerhaeuser Company, and the development of logging and the timber industry in the corridor. This project could be done with an interpretive center or wayside panels, along with a brochure or pamphlet. These elements should be designed with reproductions of historic photos and documents. Interpretive elements and displays could showcase the working forest and display differing land management as you move from Enumclaw toward Mount Rainier National Park.
- An interpretive facility in the Greenwater area, developed with restrooms, parking, and information about the town and the All American

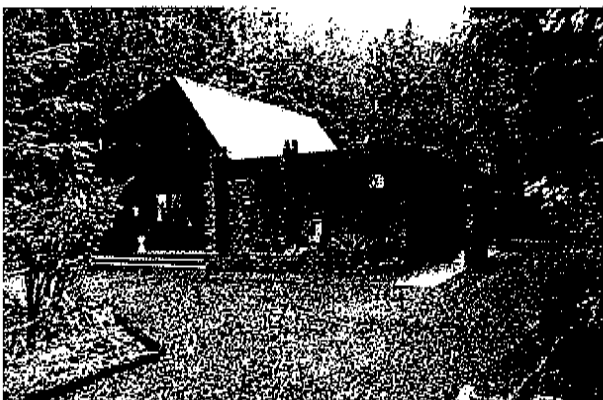


Historic photo at the Greenwater River Bridge

Road corridor should be provided. A larger visitor information kiosk with traveler information and interpretation about the history of the area would be appropriate here. Interpretation and additional information also should be added to the existing kiosk Greenwater.

Catherine Montgomery Interpretive Center, Federation Forest State Park

The Catherine Montgomery Interpretive Center in Federation Forest State Park could be renovated, expanded, and updated to provide additional space for exhibits and



Catherine Montgomery Interpretive Center

interpretive displays related to some of the topics described in this section. The continued theme of the natural forest, including interpretation about plants and wildlife of the area should be continued and should remain as the primary emphasis of the center. Native flora and fauna exhibits could possibly be supplemented with interpretive information on other unique features and stories about the corridor.

Wayside Exhibits

The most visible elements along the corridor will be wayside exhibits. Wayside exhibits provide interpretation at key pulloffs along the corridor. The stories that relate to specific sites are told through interpretive displays, and the physical qualities of the site are tied into the overall theme. Roadside exhibits are also good locations to provide traveler information, maps, and other ways to orient visitors as to their location along the corridor.

Refer to the appendix for Wayside Exhibit Guidelines prepared by the National Park Service.

Wayside exhibits should be placed at the following locations:

- Although it is outside the Chinook Byways corridor, a project is planned for SR 410 and Warner at the west entrance of Enumclaw. Entry way markers will be constructed as part of a millennium project. WSDOT will create this for Enumclaw to make an entry into Enumclaw and slow down traffic into the town. The design of this entry should be coordinated with the design guidelines, and interpretation related to historical themes of the region could be provided there.
- On the east edge of Enumclaw, an interpretive wayside exhibit with

information about Mount Rainier would be especially appropriate, since there are spectacular views of the mountain from the highway in this area. This roadside could be developed in conjunction with the welcome center recommended for development near here, or as a separate feature of the corridor.

- The rich history of the Naches Trail should be interpreted in wayside exhibits that emphasize the key places and events of the trail, including the first pioneer crossing. A brochure supplementing this information should be provided with more detail and history. Interpretive exhibits should be placed in accessible areas that ideally are on, near, or have views to the trail itself. At a minimum, remnants of the actual trail that are still in existence should be clearly marked with signs. This exhibit may provide an opportunity to interpret the lives of the pioneers and settlers who arrived in the area and the stories of their lives and descendants in the region.
- The history of the Civilian Conservation Corps (CCC) and other public works type interpretation should be provided at a wayside stop closest to the old CCC camp or another location with CCC-built features.

Interpretation and Identity Signs at Trails, Trailheads, Streams, and Rivers

Trails that are being improved, many of which are spurs to the Naches Trail, should also be looked at closely on a case-by-case basis for interpretive opportunities. These trails may have unique natural features, flora or fauna that should be interpreted. Some may also provide access to historic remnants of settlers cabins that could also be interpreted.

Marking trails, trailheads, overlook points, streams, and rivers with signs also helps orient travelers and educate them about the corridor. Signs used as markers in this way should be designed to blend with the landscape and not be obtrusive. Sign clutter should be avoided by marking trails in only a few prominent locations (trailheads, trail intersections, etc.) and marking streams, rivers, and other features visible from the highway in a single noticeable location, rather than multiple locations.



Hikers on the Clearwest Peak trail

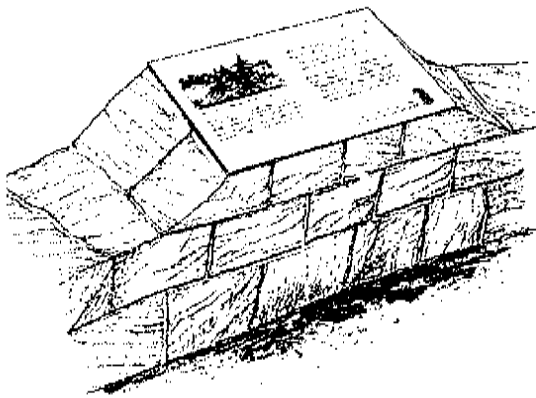
Making the Interpretation Program a Reality

Implementing the comprehensive interpretive program should include providing brochures, indoor exhibits,

bulletin boards, and outdoor wayside exhibits. This should include a good map for visitor orientation and context. Brochures can be distributed through local businesses, chambers of commerce, corridor gateways, and other locations.

Indoor exhibits also can provide detailed information as well as artifacts and other exhibits. Outdoor information displays should be provided at corridor gateways and popular locations along the corridor. These displays should provide orientation maps, safety and use information, interpretation, stewardship messages, and other information.

To the extent feasible, interpretation and visitor information on brochures, maps, kiosks, etc. should be provided in multiple languages to reach the growing number of international travelers who travel along the All American Road. A study of travelers visiting the corridor could help to determine the languages to be provided.



Suggested design for an interpretive panel for the Mather Memorial Parkway Development Guidelines

All interpretive facilities and wayside stops should be fully compliant with the Americans with Disabilities Act (ADA) requirements. Exhibits should be designed to meet ADA accessibility guidelines. Opportunities for visually-impaired, hearing-impaired, mobility-impaired, and

learning-impaired visitors should be offered as part of the interpretive program. Routes to and from the interpretive exhibits should also be fully accessible.

Interpretation should appeal to people of all ages and interests. The stories told should be distinctive and interesting to a broad audience. The diverse perspectives of the many cultures of the people who may be part of the audience should be fully considering. Information presented on interpretive panels should be clear, concise, and easy to understand. Graphics and illustrations should be captivating, but not abstract so that they can be easily deciphered by a wide range of viewers.

There are several sources of funding available for interpretive projects along highways and scenic byways. Two important sources are National Scenic Byway Grants and Transportation Enhancement funds, both funding programs of the TEA 21 federal transportation act passed in 1998. For more information on potential funding for interpretive projects, refer to the appendix.

Design Guidelines

Purpose of the Design Guidelines

The local communities along the corridor are supportive of extending the aesthetic concept of the Mather Memorial Parkway (Mather) westward on SR 410, through the Chinook Byways corridor, to the outer limits of Enumclaw.

Recommended design details used on the Mather are described and illustrated in *Development Guidelines for the Mather Memorial Parkway* (MMP Development Guidelines) prepared by the National Park Service. These development guidelines are included as an appendix to this Guidebook.

Some of the elements that deserve special design consideration as part of the extending the Mather concept include:

- Signs (other than directional and regulatory highway signs)
- Interpretive elements (wayside pulloffs with interpretive panels, interpretive/information kiosks, etc.)
- Bridges
- Guardrails
- Trail markers
- Milepost markers
- Historical markers
- Roadside structures (retaining walls, freestanding walls, barriers, etc.)
- Landscaping
- Walkways and trails (primitive)
- Other elements that may be visible from the highway (restroom buildings, picnic shelters, fences, etc.)

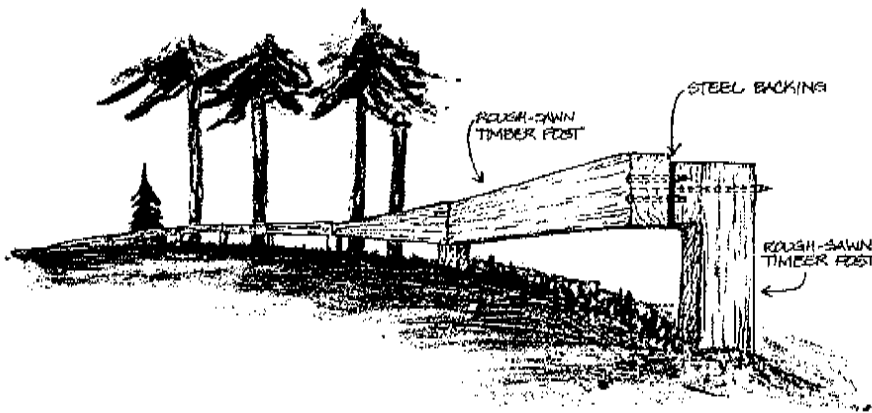
At this point, the recommendation to extend the aesthetic concept of the Parkway to the west is not a mandate. There are no adopted aesthetic design standards for extending the Parkway beyond the area that is currently under the jurisdiction of Mount Rainier National Park (the segment of the Mather Memorial Parkway west of Chinook Byways.)

The Washington State Department of Transportation has adopted "Scenic Byway Logo Signing Guidelines" and the Heritage Corridors Program of WSDOT is currently preparing design guidelines for state scenic byways, but these guidelines are in an early draft stage and have not been published yet.

It is acknowledged that it may not be feasible to fully replicate all aspects of the MMP Development Guidelines in the Chinook Byways segment, but signing, interpretive elements, roadside visitor facilities, and other features should be compatible and consistent with the Mather Memorial Parkway.

It is recommended that the proposed design guidelines be further evaluated for appropriate applications corridor-wide, from Enumclaw to Naches. While the overall SR 410/All American Road corridor should have a consistent character and "rustic Cascadian" image, it may be desirable to adopt slight differences in colors and other elements of the

design guidelines for different segments of the corridor. Or, it may be desirable for the entire corridor to convey the same design aesthetic throughout.



Example of rustic Cascadian design from the Mather Memorial Parkway Development Guidelines

These design guidelines are suggested approaches to retaining the scenic character of the corridor and extending the concept of the Mather Memorial Parkway to the Chinook Byways segment of the corridor.

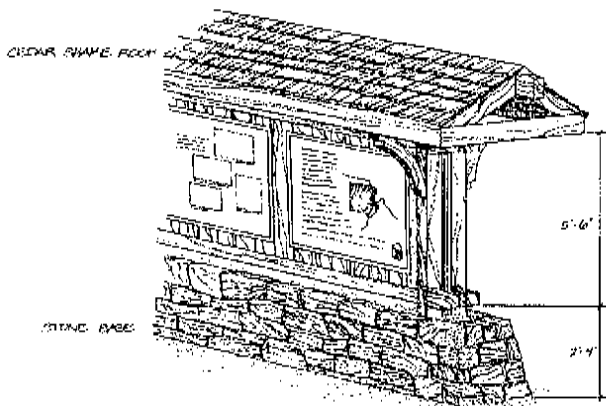
Use of the Design Guidelines will help to ensure that the intrinsic qualities of the corridor are maintained and enhanced. These guidelines will also help to preserve and perpetuate the aesthetic, natural resource, and recreational values common along the corridor and may help to instill a sense of pride and stewardship for the corridor with the visitors and travelers passing through.

Theme and Reference Elements

The design theme for Mather Memorial Parkway is "rustic Cascadian" characterized by native materials. Proportion, mass, and craftsmanship are key design elements that come together to give an organic quality that is harmonious with the surrounding context.

Reference elements are architecture or structures that exist today that impart this image of "rustic Cascadian" design. Reference elements that impart this theme include:

- Structures and walls built by the Civilian Conservation Corps in the 1930s
- Craftsman style buildings and elements from the 1920s/1930s architectural movement
- Rustic lodges and cabins

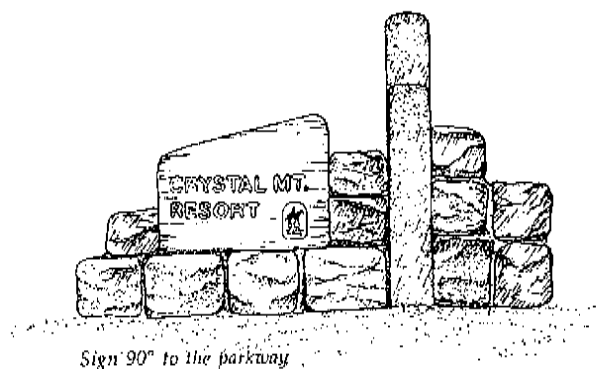
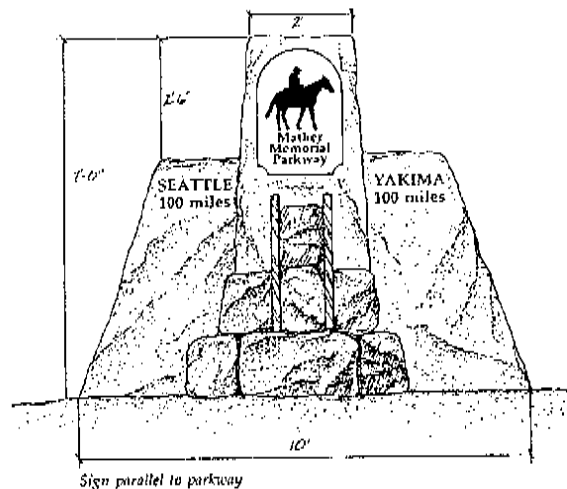


Suggested design for an information kiosk from the Mather Memorial Parkway Development Guidelines

- Elements along the existing Mather Memorial Parkway and in Mount Rainier National Park
- Buildings, signs, and elements in other national and state parks where native materials are commonly used

Design Details

Refer to *Development Guidelines for the Mather Memorial Parkway* for specific design details. These guidelines encourage the use of native materials such as rough hewn timbers and quarried native stone. The guidelines suggest the use of soft, natural color tones that blend with the surrounding landscape. Colors to be used on signs along the Mather are being reconsidered, so check with the National Park Service on color recommendations, which may vary from those currently shown in the MMP Development Guidelines.



In early October 1853 a party of pioneers, led by James Longmire and James Biles, reached the summit of Naches Pass after traveling 2,000 miles from Council Bluffs, Iowa.



The wagon train crossed and recrossed the Naches River 68 times in their struggle up the east side of the range.

The First Pioneer Crossing of Naches Pass

Marker at Kaner Flat erected by the Forest Service, 2.4 miles up the Little Naches River Road from Chinook Pass Road.



Little Naches River approaching Kaner Flat, where the Longmire Biles party of 1853 camped, on eastern approach to Naches Pass.



Looking down from Pyramid Peak to the Naches Trail route, which follows crest of ridge at lower center.



George Himes (left) and David Longmire (right center), who traveled with wagon train in 1853, visiting the area in 1908.

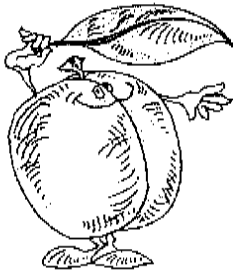


Cliff area where pioneers lowered their wagons by rope. Picture taken in 1908.

Government Meadows, on west side of Naches Pass, where immigrants paused for several days.



Photos courtesy of Claire Raam



Peaches and Cream Festival



For many years in the earlier part of this century an annual festival was held to celebrate the opening of the pass each year. "Peaches and Cream," as the festival was called, brought together the fruit growers from the east side of the mountains with the dairy farmers from the west side of the mountains. The festivities were held at Tipsoo Lake and included events such as a picnic and beauty contest.



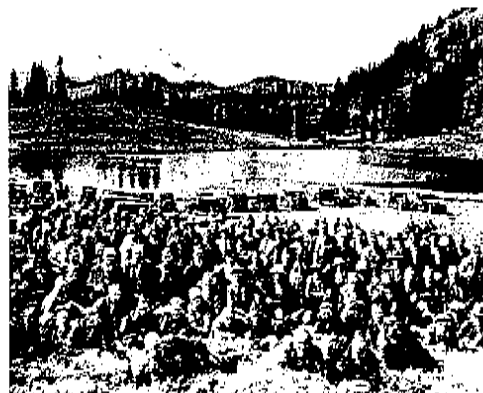
Delivering milk to the Enumclaw Cooperative Creamery (photo by Theo Schmidt [sic], 1900)



Beauty Contest winners from around the State of Washington attend the Peaches and Cream Festival at Tipsoo Lake



Although the festival has not been held for many years, there is local interest in reinitiating the annual event at Tipsoo Lake as a means to bring east side and west side communities together. This could be a potential project of the future All American Road corridor organization.



Mt. Rainier and Lake Tipsoo (1928)

How the Action Plan is Organized

The Action Plan of the Chinook Byways Corridor Planning and Management Guidebook contains the following subsections:

- Anticipated Benefits of the Action Plan
- Summary of Important Issues and Considerations
- Recommended Action Items
- Action Plan Summary Table
- Implementing the Action Plan

Additional recommendations for the corridor are presented in the Marketing and Promotional Program, Signing Program, and Interpretation Program and Design Guidelines sections of the Guidebook.

A map is provided at the end of the Action Plan illustrating important features of the corridor and the locations of recommended action items that are site specific.

Anticipated Benefits of the Action Plan

The recommended action items for the corridor will result in many benefits if implemented. The Action Plan Summary Table provided later in this section lists all the suggested strategies and projects of the Action Plan and indicates the related types of benefits that would be expected to occur with each of them. The types of benefits that would result from implementation of the Action Plan are organized into five categories:

- Preserving and Enhancing Intrinsic Qualities
- Improving Roadway Safety and Operations
- Balancing the Needs of Corridor Users

- Preserving and Enhancing the Visitor's Experiences
- Promoting and Marketing the Corridor

Each of these categories of benefits is described below.

Preserving and Enhancing Intrinsic Qualities

Identifying methods to retain and sustain the intrinsic qualities of the corridor is a primary purpose of corridor management planning. Intrinsic qualities are the features that make the corridor a truly unique and special place and are often the reason people come to visit the corridor. The more people that come to visit, tour, and recreate in the area, the greater the need to preserve and enhance these intrinsic qualities. The better preserved and enhanced these qualities are, the more people will continue to come. (It's a cycle!)

Recommended actions that fit into this category are listed in the Action Plan Summary Table later in this section and include elements such as interpretive programming that informs people about the unique aspects of the corridor, as well as possible sensitivities, such as fire risks and habitat vulnerability. Interpretive signs and information brochures can also be used to make people aware of appropriate and safe behavior. Stewardship programs and volunteer efforts, such as litter clean-up programs, tree plantings, work parties, and special events celebrating the value of natural resources in the area, are also important strategies in this category.

Improving Roadway Safety and Operations

The benefits that result from projects and strategies that improve roadway safety and operations are two-fold. Existing roadway deficiencies can be improved to better handle current traffic and operational

needs, and improvements will also help to prepare the transportation system for potential increases in recreational and tourism related trips. Examples of these types of improvements include the provision of slow vehicle turn-out lanes, intersection improvements including left-turn lanes, traffic calming, pedestrian and bicycle facilities, minor realignments at curves, bypass studies, additional lanes, and traffic control devices, including signing.

Balancing the Needs of Corridor Users

With increased tourism and recreational travel, the mix of corridor uses typically becomes more diversified, yet there is still a need for the corridor and roadway to function as it did previously. Rural and forest highways previously designed to carry timber hauling trucks now also become travelways for recreational vehicles and campers, bicyclists, pedestrians, equestrians, snowmobilers, and sightseers.

Recommended strategies for balancing these uses include:

- “share the road” campaigns
- shoulder widening
- trails and pathways
- slow vehicle turn-out lanes and road-side pulloffs
- passing lanes
- signing

These methods can help to expand opportunities for varied uses and educate people about the needs of others using the roadway system. In some cases (at certain locations or during specific times) it may be necessary to give certain users priority over others. Sometimes, special events, such as bicycle racing tours, or horse/wagon rides

may create the need to temporarily close roads, limiting use by others during the event.

Preserving and Enhancing the Visitor’s Experience

The Chinook Byways corridor provides many wonderful experiences for visitors, as well as for people who live and work in the area. This Action Plan focuses on preserving these existing unique experiences, as well as creating new experiences. There are some elements citizens have specifically requested to better serve visitors to the area:

- additional public restrooms and roadside stops/pulloffs,
- more public access points to the river,
- brochures and maps,
- information centers,
- interpretive signs and other enhancements.

The recommendation to extend the concept of the Mather Memorial Parkway further west, towards Enumclaw, through use of design guidelines is another action item that will result in the benefit of preserving and enhancing the visitor’s experience.

Promoting and Marketing the Corridor

Strategies and projects that provide benefits related to promoting and marketing the corridor are valuable because of the positive economic impact increased tourism will have on the region. People love to drive along and visit heritage-rich towns and corridors.

People also come to the area for numerous year-round recreational and tourism opportunities. With future marketing and promotion of these opportunities, direct economic benefits will result. More travel

in the area means more shopping and spending, more overnight stays, more jobs, and more revenue generated by sales and luxury taxes. Strategies and projects that promote and market the corridor include brochures, driving tours, posters, special events, and related public service announcements.

Along with marketing and promotional opportunities, there is a responsibility to educate visitors about the important resources and intrinsic qualities of the corridor. Encouraging stewardship and conservation of these resources and qualities should be an integral component of all promotional programs related to the corridor.

Important Issues and Considerations

Several important issues and considerations influenced the development of the Action Plan. A summary of these issues and considerations is presented below, based on discussions during meetings with the Chinook Byways Steering Committee (CBSC) and community input from public meetings held during the corridor planning process.

A clear understanding of these issues and considerations, as well as a thorough knowledge of the existing conditions and intrinsic qualities of the corridor, and a responsiveness to the vision statement and goals, helped to shape the strategies and projects recommended by this Action Plan.

- Intrinsic qualities are abundant. The corridor contains qualities within all six of the categories: natural, archeological, historic, cultural, recreational, and scenic.
- The corridor is already promoted as a tourism and recreational destination. The abundance of intrinsic qualities, and recognition by the Federal Highway Administration as an “All American Road,” (the best of the scenic byways in the country) provides tremendous opportunities for current tourists and a significant potential to draw more tourists and recreational users to the area.
- Improvements made to the corridor must minimize impacts to the intrinsic qualities of the corridor and rural lifestyles.
- Improvements made to the corridor must minimize impacts to existing property owners, businesses, land uses, and commercial traffic (including timber industry truck traffic.)
- Enhancements and improvements to the corridor and related increases in tourism and recreation will bring positive economic benefits to the surrounding communities.
- The White River and other creeks and streams along the corridor are popular recreational destinations. The White River draws white water rafting recreationists and it is also a major source of water for the surrounding wildlife. Any improvements should consider how best to balance these important uses.
- There is a need for more public access points along the White River. The rafting and fishing enthusiasts have limited access points and current access points are primitive and difficult to maintain.
- There is a significant need for more public restroom facilities and roadside pulloffs along the corridor. These should be strategically located and well planned.
- There is a need for more public trash receptacles to be located at trailheads, rest stops, and waysides/pulloffs.
- Better enforcement of current regulations (such as parking and speeding) along the corridor is needed.

- WSDOT should recognize the commercial area of Greenwater as an area that should be designed to downtown city standards, not typical highway standards.
- Although the roadway system is reportedly operating at an adequate level along most segments of the corridor, it may be necessary to construct improvements to support the future increases in tourism and growth expected in the area.
- An updated traffic and transportation study is needed to consider potential impacts related to the “All American Road” designation and the expansion plans at Crystal Mountain. It also will be important to closely monitor the ongoing operations and capacity of the roadway as the traffic increases, and to make improvements as necessary to improve safety and travel conditions for drivers traveling to and from corridor area residences, businesses, and recreational areas. This includes balancing the needs of important forestry operations and transport with those of tourists and recreational travelers. Alternative transportation modes for an integrated system should be considered. The study recommendations should be integrated into the WSDOT Statewide Transportation System plan, as well as local County and City plans.
- With the “All American Road” designation and the expansion plans for Crystal Mountain, it is anticipated that increased tourism and visitation will occur with or without marketing and promotional activities related to the corridor. With this in mind, a shift in the focus of the marketing and promotional program for the corridor occurred during the planning process. Instead of focusing on ways to attract visitors and increase tourism, the CBSC became interested in using

marketing and promotional tools to educate visitors and reinforce the need for stewardship.

- New slow-vehicle turn-out lanes and left-turning lane improvements at intersections should be further studied by WSDOT.
- The corridor roadway system provides a strong and continuous linkage between the recreational activities and communities along SR 410. With ongoing citizen-based corridor planning and management, there is tremendous potential to bring citizens together from across the region to implement the Action Plan recommendations in preparation for the corridor’s future.

Recommended Action Items

Action items include strategies, programs, enhancements, and improvements that when implemented, will help accomplish the vision and goals for the corridor.

General action items that apply to the entire corridor are listed first, followed by action items for specific areas and sites. The Action Plan generally lists recommended improvements from the western terminus of the corridor to the eastern terminus. Many of the recommendations relate to ongoing corridor planning and management that will involve the future corridor organization. In some cases, the recommended action items could be implemented for the entire SR 410/ Mather Memorial Parkway route, from Enumclaw to Naches, and not just the Chinook Byways segment. For each action item, information is provided under the following subheadings:

- Description
- Potential Funding Sources
- Time Frame Goal

The description of each action item provides information about where the proposal is located (unless it is a general action item that relates to the entire corridor), as well as anticipated responsibilities and coordination efforts that will be necessary to implement the action item and in most cases, who should be responsible for taking the lead. Potential funding sources are summarized for each action item, and a full list of potential funding sources with more detailed descriptions related to eligibility and application guidelines is provided in the appendix of the Guidebook.

Time frame goals for implementation of each action item are identified according to the following categories:

- Ongoing:* The action/strategy would occur continuously throughout the duration of the corridor planning and management process
- Immediate:* Initiate action within 1 to 3 years
- Near Term:* Initiate action within 3 to 6 years
- Far Term:* Initiate action within 6 to 10 years

It is important to note that these time frame references are goals. Actual timing of implementation will depend on many factors, including the availability of funding, the ability to obtain approvals and permits, the level of detail needed for design, and other influences. Action items identified as “Immediate” are those projects and strategies that the CBSC has determined to be the highest priorities for the corridor.

In the future, once some of the high priority action items are accomplished, the list may be re-prioritized and other action items may become higher in priority. Also, with ongoing planning and community

involvement, additional action items will likely be added to the list in the future.

Top Priority Action Items

The Chinook Byways Steering Committee has identified action items 1, 5a, 5b, 5j, and 7 as top priorities for the corridor. Other action items are considered to be important, but these will be areas of immediate focus for the organization.

Action Item List

1. *Expand the Existing Corridor Organization to Include the Entire All American Road*

Description

Coordinate an expanded corridor organization made up of interested members of the Chinook Byways Steering Committee (CBSC), Greater Greenwater Gateway Committee, Friends of the Upper White River, Mather Memorial Parkway Steering Committee, representatives from the “east side” segment of SR 410 (formerly the Mount Rainier Alliance) including citizens from the town of Naches and the Yakima Valley.

Other stakeholders and interests should continue to be involved in the organization, including Weyerhaeuser Company, the Enumclaw Area Chambers of Commerce, the US Forest Service, WSDOT, Pierce County, King County, and Yakima County, other local, regional, state, and federal agencies, including representatives from Enumclaw, Greenwater, and Naches. Membership should be open to anyone who is interested in the ongoing planning and management of the corridor.

Its important to note that the process of forming an overall corridor organization has already begun. Until the organization becomes formally established, it is

recommended that leaders and chair people from the existing organizations listed above take the initiative to bring all potential members of the corridor organization together. Once the organization is in place, a regular monthly meeting date and place should be established. It may be necessary to meet more frequently than monthly in the early stages of developing the organization. Also, the organization should determine early-on if it will obtain official “non-profit organization” status, and then set up operating procedures accordingly.

During the initial stages of coordinating and organizing the expanded organization, the following activities should take place:

- Select or appoint a leadership board.
- Confirm the identity for the SR 410 corridor and expanded corridor organization.
- Organize subcommittees and assign responsibilities.
- Coordinate with staff and elected officials from jurisdictions and agencies along the corridor. Technical assistance is available from various government agencies (including WSDOT, the National Park Service, the US Forest Service, FHWA, and others) for corridor planning and management efforts.
- Coordinate with land managers on public use and accommodation issues.
- Work with applicable agencies to monitor tourism/visitor levels and associated impacts and benefits related to the corridor.
- Coordinate with legislative representatives and members of the US Congress.
- Participate with and coordinate with other current planning efforts and projects.

- Consolidate all existing plans into one succinct Corridor Vision to guide future corridor planning and management efforts, and periodically review and update this Vision.

Refer to the Next Steps section of the Guidebook for more information.

Potential Funding Sources

Eventually, as the corridor becomes established, membership dues and fundraising activities will help defray certain costs of running the organization, including costs of producing and mailing newsletters and other administrative and operational costs. It should be noted that in most cases, volunteer time can be used as a matching source for state and federal grant programs.

Time Frame Goal

Immediate—It is recommended that the overall corridor organization be established as soon as possible to ensure that the recommendations of this plan will be carried forward and projects can be completed as soon as possible.

2. Implement Ongoing Community Participation Program

Description

Coordinate with and inform community representatives, special interest groups, and citizens in general on a regular basis. The ongoing involvement of interested community representatives such as chambers of commerce, local recreational organizations, special interest groups, the Yakama Indian Nation as well as the Puyallup and Muckleshoot Tribes, and others will be key to the success of implementing the Plan. Stakeholders within the communities along the corridor, including landowners, residents, and visitors to the area, need to be kept informed throughout the process.

Refer to the Next Steps section of the Guidebook for the suggested Ongoing Community Participation Program, including recommended tools for successful public involvement.

Potential Funding Sources

See Action Item Number 1.

Time Frame Goal

Immediate and ongoing

3. *Implement the Recommended Marketing and Promotions Program*

Description

The Marketing and Promotional Program for the corridor contains several specific strategies and ideas for “getting the word out” about the corridor. As discussed in recent Chinook Byways Steering Committee meetings, there may need to be an emphasis on educating and informing visitors and tourists coming to the corridor, rather than (or in addition to) promoting the corridor as a tourism destination.

With the “All American Road” designation, some feel that tourists and visitors already will be coming to the corridor. Resources might be better spent on helping these people learn more about the corridor, emphasizing stewardship messages (what to do with trash, where restrooms are located, what elements are sensitive, etc.), and in general, educating them about safe and considerate use of the corridor.

The corridor organization, working closely with local chambers of commerce and local, regional, and state tourism organizations and agencies, will be responsible for implementing this action item. The following action items related to marketing and promotion of the corridor have been identified as part of the corridor planning process:

- 3a Conduct consumer travel research and visitor information surveys to gain insight into the needs of the traveling public on SR 410.
- 3b Create a graphic identity for the corridor; develop a logo, if desired, with a graphic artist or through a design contest; use the logo on brochures, maps, letterhead and other materials. The graphic identity should have a relationship to the existing Mather Memorial Parkway graphic identity.
- 3c Prepare an interpretive and informational brochure/map and/or poster.
- 3d Coordinate with local media (newspapers, radio, television) to promote awareness of the corridor.
- 3e Create a traveling display.
- 3f Develop a speaker’s kit.
- 3g Design and post a website, link to other websites, and/or provide information on other websites.
- 3h Coordinate with other existing tourism and promotional programs.
- 3i Form a subcommittee to manage ongoing marketing and promotional program, as well as the corridor stewardship activities.
- 3j Coordinate self-guided tours of the corridor; prepare an audio driving tape and/or brochure driving tour.
- 3k Sponsor and support community and youth projects and programs.
- 3l Support and sponsor arts and cultural programs and special events.
- 3m Re-initiate the annual Naches Trail Days Event.
- 3n Re-initiate the annual Peaches and

Cream Festival to celebrate the opening of Chinook Pass.

Costs and time for coordination related to this action item should be factored into the annual operations plan and budget to be established for the new corridor organization. It may be necessary to retain consultants from time to time to implement strategies from the Marketing and Promotions Program.

Refer to the Marketing and Promotions Program for additional information.

Potential Funding Sources

Scenic Byway Grants, private sponsorships, CTED funding, local fundraising programs, and donations

Time Frame Goal

Immediate and ongoing

4. *Implement the Recommended Signing Program*

Description

As described in the Signing Program (Section 5), various types of signs are needed throughout the SR 410 corridor, including:

- 4a Gateway signs to welcome visitors to the corridor and to the communities along the corridor.
- 4b Trailblazer/scenic byway logo signs, installed at regular intervals to identify the corridor.
- 4c Directional guide signs /advance warning signs to identify important destinations along the corridor, such as waysides, interpretive centers, visitor information stops, and roadside pulloffs.
- 4d Supplemental guide signs on adjoining highway routes to direct travelers to the scenic byway.

- 4e Interpretive panels and heritage markers.
- 4f Special feature/place name signs — these would be smaller signs or markers installed to identify special place names of geographic features such as streams, rivers, trails, historic sites, etc.
- 4g Milepost markers consistent with the Mather Memorial Parkway milepost markers.

WSDOT is responsible for installation and maintenance of all types of signs placed within the Chinook Byways segment of the SR 410 right-of-way. The corridor organization will determine the logo and design for specialty signs such as gateway signs, scenic byway/trailblazer logo signs, and special feature/place name signs. The corridor organization and representatives from local communities and stakeholders along the corridor should be involved in determining appropriate placement of all signing.

It is anticipated that the Signing Program will be expanded for the entire All American Road and that representatives from the National Park Service will be involved in implementing the program in addition to WSDOT. It will be important to involve landscape architects in the signing design process, in addition to engineers to ensure that aesthetics and visual impacts are fully considered.

Refer to the Signing Program for more information about these types of signs and recommended locations.

Potential Funding Sources

Signs can be funded through the Scenic Byway program administered by the Federal Highway Administration and WSDOT. TEA 21 Enhancement grants and Public Lands Highway grants can also

provide funding for signs. Other options include working with the WSDOT regional traffic planners and engineers to obtain state funding for sign installation and maintenance. Local and county capital budget discretionary funds may also be available. Community fundraising projects and private donations could help fund special signs such as gateway signs, interpretive panels, and heritage markers.

Time Frame Goal

Implementation of the Signing Program should begin immediately and should be ongoing.

5. *Implement the Recommended Interpretation Program and Develop New Restrooms at Some of the Proposed Interpretive Sites*

Description

The corridor organization should work with WSDOT and other agencies and stakeholders to implement the Interpretation Program described in Section 6 of this Guidebook.

The corridor organization could assume the responsibility for overseeing implementation efforts related to interpretive elements installed along the corridor. This action item should be coordinated over the entire corridor, including the Mather Memorial Parkway segment and the east side segment, so that interpretive elements interrelate to one another and duplication in stories and themes is avoided.

Recommended interpretive improvements for the corridor include the following. Projects that are considered to be a top priority are shown in bold.

5a Develop welcome center/gateway interpretive center at the western gateway to corridor. The center should include restrooms. This site

could be developed in conjunction with the current plans to relocate the White River Ranger District Visitor Center at the Dairy Queen building, or at another appropriate site in the vicinity. A multi-partner approach may be appropriate for this project and could include public and private entities.

5b Develop wayside interpretation and pullout viewpoint near Milepost 25.2 at the eastern edge of Enumclaw. (There is a broad, open view of Mount Rainier from this location.) This wayside could be developed in conjunction with Action Item 5a, or as a separate project.

5c Develop interpretive/information kiosk at the Pete's Pool Park site and coordinate with expansion plans for an RV park at the adjacent King County Fairgrounds. A tour/shuttle program for the corridor could possibly be based here. Coordinate this project with 5a and 5b.

5d Develop "Forest Diversity" Interpretive Center/Information Kiosk (scale of project to be determined) on Weyerhaeuser Company property or at the Parker's Mill historic site east of Federation Forest State Park.

5e Study the need for wayside interpretation and pull-out area near Goodwater Springs. Protect springs from potential impacts.

5f Develop wayside interpretation and pullout viewpoint area near Milepost 35.

5g Coordinate with WSPRC on potential improvements/expansion at Catherine Montgomery Interpretive Center and other park improvements, including marking and interpreting the remnant of the Naches Trail that exists in the

park. Potential improvements also may include upgrades to existing restrooms at the park.

- 5h Study the feasibility of providing wayside interpretation and pullout near pioneer rock monument in Greenwater
- 5i Develop wayside interpretation and restrooms at a location in the Greenwater business district, as well as at the Community Center as a trailhead for the Christoff Trail, and/or possibly at the DNR property east of town.
- 5j **Install wayside interpretation and restrooms at new Mount Rainier Viewpoint constructed as part of recent Mather Memorial Parkway improvements. This site is located at the eastern terminus of the Chinook Byways corridor.**

Costs and time for coordination related to this action item should be factored into the annual operations plan and budget to be established for the new corridor organization. Costs for each individual interpretive project should be estimated as part of programming and fund raising efforts.

Potential Funding Sources

See Action Item Number 1. Interpretive elements potentially can be funded through various sources, including Scenic Byway Grants, TEA 21 Enhancement and Public Lands Highway Grants, IAC, ALEA, and other governmental grants, as well as private funding sources. (Refer to the list of potential funding sources in the appendix.)

Time Frame Goal

The time frame goals vary for the elements listed. Refer to the Action Plan Summary Table at the end of this section for the specific time frame goals for each action item listed.

6. *Educate Others About and Promote the Recommended Design Guidelines for the Corridor*

Description

Design Guidelines for interpretive elements, kiosks, and other elements for the corridor are included in Section 6 of the Guidebook. The Design Guidelines have been prepared with the intent of extending the concept of the Mather Memorial Parkway westward on the corridor, toward Enumclaw. The Design Guidelines also could be evaluated and adapted as necessary for application on the east side segment of the corridor, from the end of the Mather Memorial Parkway to Naches.

The corridor organization would lead the efforts to promote and monitor compliance with the Design Guidelines, with support and assistance from WSDOT, Mount Rainier National Park, Pierce and King Counties, local cities and towns, and other agencies. One option would be for land use jurisdictions along the corridor to adopt the design guidelines as a special overlay district or as code provisions or development standards, helping to further ensure they will be followed with future development.

Costs and time for coordination related to this action item should be factored into the annual operations plan and budget to be established for the new corridor organization.

Potential Funding Sources

See Action Item Number 1

Time Frame Goal

Immediate

7. *Coordinate with WSDOT to Implement Recommendations from the 1997 Roadway Elements Study for the SR 410 Corridor*

Description

A number of different road improvements are needed along the corridor according to the August 1997 Roadway Elements Study completed by WSDOT for SR 410. The report included the following major recommendations.

- Installation of guardrails is needed at selected locations. The guardrails will help to protect motorists from road side hazards such as steep slopes and trees. Refer to the Roadway Elements Study, included as an appendix to this Guidebook, for specific locations where guardrail is needed. It is recommended that guardrail styles such as those used along the Mather Memorial Parkway be used for the entire corridor.
- Paved shoulders a minimum of 1.2 meters (4 feet) wide, and wider if space is available (2.4 meters or 8 feet optimal). Shoulder improvements, along with striping on SR 410 would provide emergency pulloff area and more adequate space so that bicyclists can share the use of the highway corridor. Recent improvements on the Mather Memorial Parkway involved widening shoulders and cutting back slopes to create an open character along the roadway. This approach could be repeated in other segments of the corridor, where feasible.
- Bridge repairs and replacements will be needed at the East Twin Creek, West Twin Creek, and Greenwater River bridges. The program year for these changes is 2007. These bridges are historic structures, and special consideration should be given to the

design and construction of these bridges in accordance with historic preservation and/or restoration requirements. Improvements at bridges should include the provision of the recommended shoulder width. In addition to consideration related to the historic character of the bridges, newly constructed bridges should incorporate materials consistent with the “rustic Cascadian” characteristics existing throughout the corridor (refer to the Design Guidelines in the Action Plan.)

- Certain sections of the road have been damaged to past floods and washouts. These sections need to be properly reconstructed, not just patched. Some of the sections in need of repair are located between Milepost 35 and Milepost 36, as well as in the vicinity of Milepost 41.6 according to the 1997 Roadway Elements Study by WSDOT.
- The Roadway Elements Study recommends that “no passing” signs be replaced where needed throughout the corridor. They were removed when the last paving of SR 410 was completed.

WSDOT is the prime agency responsible with these actions. All roadway improvement projects should include community involvement to include property owners and stakeholders along the corridor that may be affected by construction. The highway should remain open with any future roadway construction to ensure that access across the pass and to major destinations of the corridor remains available, and that impacts to businesses are minimized to the greatest extent possible.

Potential Funding Sources

Funding for this action item could be provided through the state transportation department under capital improvements

and maintenance categories. Funding may also be available through federal grant programs.

Time Frame Goal

It is envisioned that roadway improvements would be implemented in the immediate time frame, with a possibility of extension into the near term time frame. The bridge reconstruction has already been scheduled by WSDOT for 2007.

8. *Coordinate with WSDOT to Complete an Updated Transportation and Traffic Analysis for SR 410*

Description

In August of 1997 WSDOT performed a Roadway Elements of the SR 410 Corridor Management Plan survey. The study analyzed elements and roadway conditions along the corridor and further south on SR 410. WSDOT maintains a number of ongoing monitoring programs to determine safety needs on all state highways.

The corridor organization should work closely with WSDOT as part of their ongoing highway assessment work to update and expand the analysis that was done in the August 1997 Roadway Elements Study. Since this study was completed, the "All American Road" designation occurred and Crystal Mountain announced plans for a major expansion. There is some concern about increased traffic levels throughout the corridor, including difficult turning movements at many of the intersections due to heavy traffic.

The updated analysis should analyze traffic projects that consider the expected increase in tourism traffic related to the All American Road designation and expansion plans by

Crystal. Peak hours/periods of travel should be assessed as part of this analysis.

Most of the tourism traffic currently traveling on SR 410 occurs in the early to mid-morning and in the late afternoon to early evening. During these times, fog, darkness, and different types of precipitation cover the roadway. Community representatives have expressed concern about poor visibility and congestion at intersections during these times of heavier traffic.

The potential for an integrated multi-modal transportation system with possible options for access to Mount Rainier National Park should be evaluated. WSDOT should coordinate with the National Park Service and local jurisdictions on this analysis.

Pedestrian safety and mobility in the Greenwater area should be addressed. The corridor should be improved for bicycle use, as was expressed at community meetings held during the planning process.

The analysis should determine if and where slow vehicle turn-out lanes, pedestrian and bicycle improvements, and other elements should be developed along the corridor. This study should also analyze the speed limit zones throughout the corridor to determine if drivers are complying with posted speed limits and if there need to be adjustments made to the speed limits.

WSDOT would be the lead agency for this project. The future corridor organization and representatives from local communities should be involved in the process through public participation meetings, workshops, and newsletters.

The analysis would likely be completed "in-house" by WSDOT staff.

Potential Funding Source

It is anticipated that the WSDOT operating budget would fund the staffing necessary to update the roadway analysis.

Time Frame Goal

Immediate — WSDOT should begin initiating efforts to update the analysis as soon as possible. This is a very high priority project and needs to be addressed immediately, since other proposed action items are associated with the outcome of the transportation/traffic analysis. A first step will be for representatives from the communities along the corridor to meet with transportation planners and traffic engineers from the local WSDOT region.

9. Coordinate with WSDOT to Study the Need for and the Feasibility of Intersection Improvements

Description

Either as part of the updated analysis recommended under Action Item 8, or as a separate analysis, the need for and feasibility of constructing improvements at intersections throughout the corridor, including the need for improved traffic control and channelization, such as left-turn pockets. The following intersections should be analyzed.

- 9a Mud Mountain Dam turn-off (may already be under analysis)
- 9b Federation Forest State Park entrance
- 9c Intersections in the Greenwater area
- 9d Forest Service Road 70
- 9e Forest Service Road 74
- 9f Crystal Village entrance

Intersection improvements would help to improve traffic safety and mobility on SR

410. The study should determine if improvements such as left-turn lanes and other channelization are warranted. It was recently reported that the intersection at Mud Mountain Dam Road will be improved, and it may be necessary to make improvements at other intersections with the increases in traffic that are expected as a result of the All American Road designation and expansion plans at Crystal Mountain.

WSDOT would be the lead agency for this project. The future corridor organization and representatives from local communities should be involved in the process through public participation meetings, workshops, and newsletters.

The analysis would likely be completed “in-house” by WSDOT staff.

Potential Funding Source

It is anticipated that the WSDOT operating budget would fund the staffing necessary to update the roadway analysis.

Time Frame Goal

Immediate—WSDOT should begin include this analysis as part of the updated Roadway Elements Study, or complete a separate analysis as soon as possible. A first step will be for representatives from the communities along the corridor to meet with transportation planners and traffic engineers from the local WSDOT region.

10. Coordinate with WSDOT to Improve Striping and Visibility Along the Highway

Description

Community representatives expressed concerns about difficult visibility during the evening and night time hours. Striping may need to be refreshed on a more frequent

basis. There may also be a need for recessed reflectors at the center line and fog lines of the road. Recessed reflectors are commonly used in areas where the highway is plowed frequently during winter, including at Snoqualmie Pass.

WSDOT currently conducts restriping in the spring and fall. Not all sections of the corridor are restriped in the spring due to weather conditions. WSDOT has stated that the installation of recessed reflectors would have to occur as part of repaving.

Based on community concerns, WSDOT should evaluate the need for more frequent restriping, repaving to include recessed reflectors on all or portions of the corridor, and other types of improvements to increase visibility, such as lighting, vegetation removal, etc.

WSDOT would be responsible for implementing improvements. Local communities along the corridor should be involved through a public participation process.

Potential Funding Sources

Costs for these improvements should be factored into the state transportation budget under maintenance and operational costs.

Time Frame Goal

Immediate

11. Coordinate with WSDOT to Develop a Bike Route and Related Improvements on SR 410

Description

The need to improve conditions for bicyclists along the corridor was one of the most frequent requests at public meetings held during the planning process.

This action item would involve shoulder widening (also discussed under Action Item 7,) but would also include other delineation techniques (striping, signing, bicycle lane markers, etc.) and programming (“share the road” and safety education) to improve conditions for bicyclists.

Bicycle lane striping, marking, and signing at the shoulders on both sides of the highway is one potential option. Designation of the highway as a bike route, where bicyclists use the shoulder and share the road with other travelers is another possibility. The community recommends delineating bike lanes with white “fogline” striping throughout the corridor. It may be desirable to provide additional marking and signing of bike lanes in certain areas, such as in the Greenwater vicinity.

It is also possible that at certain points the bike lanes or bike route could adjoin a multi-use trail developed along side the highway, but physically separated from the vehicle travel lanes. However, bike lanes should be continuous throughout the corridor and development of the multi-use trail would not substitute for the need for continuous bike lanes. The change from bi-directional travel on the highway to off-highway travel on the trail is of particular concern with a scenario where the multi-use trail would replace bike lanes along some segments. Such a situation might encourage unsafe crossing of the highway or bicyclists traveling against the flow of traffic, one of the leading causes of bicycle/vehicle accidents.

Shoulder widening will improve conditions for bicyclists, but delineation with striping, signing, and bike lane markers should be added in addition to the widening for the best results.

The primary responsible agency for this action item would be WSDOT. The future corridor organization, King and Pierce Counties, and local communities along the corridor should be involved through a public participation process.

Potential Funding Sources

Potential funding sources include the WSDOT bi-annual transportation budget, Scenic Byway Grants, TEA 21 Enhancement and Public Lands Highway grants, and possibly private partnerships.

Time Frame Goal

The community considers this action item a high priority and would like coordination with WSDOT to begin immediately.

12. *Coordinate with WSDOT to Implement a Road Sharing Safety Campaign for SR 410*

Description

A public information campaign with brochures, videos, posters or other tools that educate drivers, bicyclists, equestrians, pedestrians, snowmobilers, and others about the importance of road sharing could be established for the corridor. This effort could be part of an overall corridor safety campaign, or could be limited to just road sharing advice.

WSDOT recommends that the Washington State Traffic Safety Commission perform a Safety Corridor Study with an emphasis on multi-modal safety to provide important insight for this action item and others previously listed that relate to improvements for traffic safety. In addition to coordinating with WSDOT and the Traffic Safety Commission, the corridor organization should work with representatives from Pierce and King

Counties, and other involved agencies (National Park Service, US Forest Service, State Parks) to develop the road sharing program. It may be necessary to retain a graphic artist or utilize the services of in-house specialists from the agencies involved to develop the campaign materials. Materials (flyers, brochures, posters, etc.) could be made available at the various destinations along the corridor, including at visitor information centers. Information could also be sent to the bicycling clubs in the region.

Potential Funding Sources

Discretionary funds of local, county, and state transportation budgets/capital programs, as well as grants and private contributions could help to fund the program.

Time Frame Goal

Near Term

13. *Coordinate with Appropriate Land Owners and Agencies to Develop a Multi-use Trail/Pathway Along Portions of the Corridor*

Description

It may be feasible to develop a multi-use trail/pathway along segments of the corridor, such as within existing utility easements or on adjacent property that parallels the right-of-way.

This multi-use trail would be accessible for hikers, bicyclists, horses and other types of recreational trail users. The trail would intersect with selected existing trails and trailheads, and would be developed in addition to the bike lane/bike route improvements recommended under Action Item 11. The trail could be paved or constructed of compacted crushed rock, creating an all-weather type of surface.

The trail should be designed to comply with the requirements of the Americans with Disabilities Act (ADA). Recreational trails may provide various levels of accessibility. Interpretive features or other facilities (trailheads, restrooms, etc.) developed along the trail would need to be fully accessible in accordance with ADA guidelines.

WSDOT would be the lead agency responsible for implementing the project for portions of the trail located within the SR 410 right-of-way. The future corridor organization and communities along the corridor should be involved through a public participation program. Coordination with Puget Sound Energy, Weyerhaeuser, and other property owners throughout the corridor will be needed to obtain recreational use easements or acquire property for the trail as feasible.

Potential Funding Sources

Scenic Byway grants, TEA 21 Enhancement grants, Public Lands Highway grants, IAC grants, rural economic development grants, and other types of funding may be available for this project. Private funding and donations of property could also help fund the project.

Time Frame Goal

Near term analysis of the feasibility of this action item is recommended.

14. Work with WSDOT and Representatives from the Greenwater Community to Develop Pedestrian Crossings and Traffic Calming Improvements in Greenwater

Description

Residents and business owners in Greenwater are interested in improving

safety for pedestrians and slowing traffic as it moves through town. The goal is to make Greenwater more accessible for pedestrians and promote a safer environment for travelers passing through, as well as those stopping to eat, shop, and visit destinations in the area. Even though the speed limit through town was lowered to 35 mph, the community reports that traffic often travels faster than the posted speed limit.

WSDOT should work with Greenwater representatives to determine appropriate locations and types of pedestrian crossing improvements to be installed in the vicinity of the town. It should be noted that crosswalks at unsignalized locations typically should be accompanied by pedestrian crossing signs and advance warning signs and other elements to alert drivers of upcoming pedestrian crossing movements. Other treatments, such as flashing lights, crosswalk markings, or a pedestrian signal might be appropriate for pedestrian crossings that receive high levels of use. Crosswalk markings should be accompanied by signing and other traffic control devices as necessary.

Traffic calming measures can also work to improve pedestrian safety and the character of the community. Measures such as sidewalks, street trees, medians, landscaping, and other features that tend to narrow the field of vision of an oncoming driver cause them to slow down. Traffic calming measures have been proven to improve safety in communities, as well as to preserve and enhance community values and aesthetic character.

The implementation of this action item would be the primary responsibility of WSDOT. A first step would be for WSDOT representatives to meet with Greenwater community representatives to determine the types of pedestrian crossing and traffic

calming measures that may be feasible. A community visioning/streetscape design study could evaluate the character of the highway and make recommendations for improvements. The National Park Service has conducted these types of studies for gateway communities in other areas throughout the country and may be a resource for this project.

Potential Funding Sources

State, county, and local transportation maintenance and operating budgets would be potential sources for funding, as well as TEA 21 scenic byway, enhancements, and public lands highway grants. A local improvement district is also an option for a community/region wide project of this type. State community trade and economic development funds (such as the "Main Streets" program) and community block grants may also be available.

Time Frame Goal

The first step, which should take place in the immediate timeframe, will be coordination between WSDOT and Greenwater residents. Then, analysis will determine the types of improvements that should be made. It is hoped that improvements can be implemented within the near term.

15. *Work with Land Owners and Agencies to Develop Trailheads and Restrooms at Specific Locations Along the Corridor*

Description

Existing trailheads throughout the corridor are in need of various improvements, and new trailheads need to be developed. Certain trailheads currently only allow parking for two or three cars, which causes overflow onto the access roads. Parking in non-

designated areas causes erosion to the roadway and does not enhance the scenic qualities of the corridor.

The following locations for trailhead improvements are recommended.

- 15a Twin Creeks, at the north side of the highway near the start of the trail system
- 15b Slippery Creek
- 15c Greenwater Community Center for access to the Christoff Trail
- 15d Naches Trail, near the cliff area
- 15e Planned sno-park area east of Himes Camp (for hiking and horseback riding in summer)

Trailhead projects should include development of restrooms, most likely vault toilets in the remote locations. Trailhead improvements also should include parking areas for vehicles and trailers. Trail signing and trail use information should be posted. Information kiosks and interpretation related to wildlife, geology, vegetation, history, and other interesting topics could also be provided at the trailheads. Picnicking facilities, benches, and trash receptacles could also be provided. If trash receptacles aren't provided, instructions to trail users to carry out their trash should be posted. Maps and brochures depicting the trail routes and various aspects of the trails could be provided.

The future corridor organization could work with trail use groups and community representatives to more specifically determine the types of facilities needed at each trailhead to accommodate the various types of uses.

Maintenance and long-term sustainability of these facilities are important considerations. The costs and necessary

resources associated with maintenance and long-term operations should be programmed into the project budget in the initial stages of planning. Volunteer resources potentially can provide some assistance with maintenance and upkeep.

Potential Funding Sources

Scenic byway grants, federal and state recreation funding programs, and private donations and community fundraising are potential funding resources. Volunteer labor and donated materials (through Boy Scouts, Mountaineers, and other organizations) can also provide necessary resources to accomplish the trailhead projects.

Time Frame Goal

Immediate—improvements to trailheads is a high priority for the corridor.

16. *Improve Boating, Fishing, and Rafting Access at Specific Locations Along the White River*

Description

Additional opportunities for the public to access the White River should be evaluated and provided where possible. The corridor organization could work with private land owners and public agencies to determine possibilities for additional public access and to consider methods for better management of existing public recreational use of the river and surrounding environment.

Recommended locations for improved water access and use facilities are listed below.

16a Rafting take out area prior to Mud Mountain Dam — work with private property owners and the Corps of Engineers to determine if there is an opportunity to develop a river take out

area in this vicinity. (This would be in a different area than the public park that currently exists at Mud Mountain Dam.)

16b Bridge Camp (provide restrooms at this location, in addition to water access and parking facilities)

16c Twin Creeks, on the south side of the highway, adjacent to the river

16d Federation Forest State Park

16e Input area off of Forest Service Road 74

Space for parking, access to the water, picnicking facilities, benches, trash receptacles, river use information on signs and kiosks, and interpretive panels are examples of the types of improvements that could be made at these locations. As with trailheads, if trash receptacles aren't provided, recreationists should be instructed to carry out their garbage with signs posted at the site. Maps and brochures indicating the river route and features along the way could be provided.

The future corridor organization could work with river/water recreation groups and community representatives to more specifically determine the types of facilities needed at these locations. Information related to a river use and safety education program (brochure, poster, pamphlet, etc.) could be provided at these sites, or at main points of orientation either within or outside the corridor. This information would identify the locations of the water access points to river recreationists, and also let them know about safety considerations as well as locations of sensitive areas (wildlife, wetlands, etc.) Information could be posted at recreational equipment stores, visitor centers, state parks, and other appropriate locations.

Maintenance and long-term sustainability of these facilities are important considerations. The costs and necessary resources associated with maintenance and long-term operations should be programmed into the project budget in the initial stages of planning. Volunteer resources potentially can provide some assistance with maintenance and upkeep.

Potential Funding Sources

Scenic byway grants, federal and state recreation funding programs, and private donations and community fundraising are potential funding resources. Volunteer labor and donated materials (through Boy Scouts, river recreation organizations, etc.) can also provide necessary resources to accomplish the projects.

Time Frame Goal

Immediate

17. *Manage Roadside Vegetation to Maintain Views of the Working Forest and Beyond*

Description

Vegetation at the roadside and adjacent to scenic viewpoint pulloffs should be maintained to preserve views of the working forest and the scenery visible from the corridor. When installing new landscape, consideration should be given to selecting species that will not overgrow and affect view opportunities. Locations of particular concern include waysides and pulloffs where information about the working forest is being interpreted, as well as locations specifically developed as viewpoints.

Refer to WSDOT Roadside Classifications (1996) for vegetation management provisions. From milepost 25.74 to 28.04,

the corridor is classified as “rural”, and from milepost 28.04 to 41.88, the corridor is classified as “forest”.

Potential Funding Sources

Roadside vegetation maintenance is the responsibility of WSDOT and is budgeted through annual maintenance and operations funds. FHWA scenic byway grants can help fund new landscaping and maintenance in association with other types of projects. Volunteer crews can also provide landscape maintenance and trimming of vegetation.

Time Frame Goal

Immediate and ongoing

18. *Implement Roadside and River Clean-up Programs*

Description

Roadside and river clean-up programs on public and private land will help preserve the scenic beauty of the corridor.

The WSDOT Adopt-a-Highway program is already in place to facilitate roadside clean-up. The program provides training and support to volunteers from various organizations, families, businesses, etc. interested in adopting litter control over a portion of a state highway.

Potential Funding Sources

Funding may not be needed for this project if a river and roadside clean-up program can be implemented through the use of volunteer organizations and the existing Adopt-a-Highway program.

Time Frame Goal

Immediate and ongoing

19. Coordinate with the Watchable Wildlife Program

Description

Pursue the possibility of creating designated wildlife viewing sites at appropriate points in the corridor through the Watchable Wildlife Program (coordinated through Washington Heritage Corridors Program and the State Department of Fish and Wildlife.)

The corridor organization should work with the Heritage Corridors Program and the State Department of Fish and Wildlife to determine potential sites that could be included in the program.

Costs for placement of Watchable Wildlife signs and promoting sites as wildlife viewing areas will depend on the number of sites identified.

Potential Funding Sources

State Watchable Wildlife program, grants and private contributions could fund elements of this action item.

Time Frame Goal

Near Term

20. Coordinate with Puget Sound Energy on the Potential Relocation and/or Screening of Utility Lines in the Western Segment of the Corridor

Description

The western segment of the corridor will be promoted as an interpretive and educational opportunity that will show travelers the changes that occur in a working forest. When driving this section of the corridor, telephone poles and utility lines break up the view of adjacent working forest areas

and disrupt the scenic background views of the foothills in the foreground of Mount Rainier.

Although the utility lines do provide a view corridor where they cross the highway, opening up views of the forests and hills beyond the corridor, the utility lines also disrupt the scenic continuity of the corridor. Undergrounding these utilities lines would not be feasible because of the level of voltage and high costs involved with such a project. However, it may be possible to coordinate with Puget Sound Energy to realign the utility lines or provide screening to minimize interruption of the scenic values of the corridor. Re-alignment of the utility lines would likely need to be done in conjunction with another project, since the high cost of this project would be prohibitive as a separate project.

Potential Funding Sources

The corridor organization should coordinate with the FHWA scenic byway program to determine if there are funds available for a project like this. Puget Sound Energy may also have some suggestions or ideas.

Time Frame Goal

Near term

21. Support local and state law enforcement and emergency services in maintaining safety and security within the corridor

Description

The local communities report that local and state law enforcement and emergency services have been responsive and have been providing a sufficient level of service along the corridor. As tourism traffic and recreational uses increase, the level of law enforcement and emergency services may

need to be increased to maintain safety and security within the corridor. Potential additions of staff, vehicles, and equipment may be needed in the coming years.

In the future, with increased recreational use of the White River, it may be desirable to initiate a river use and safety education program.

The corridor organization and local community representatives should meet regularly with law enforcement and emergency service officials to discuss problems and areas where additional service is needed. If resources are limited, other options besides patrolling (such as signing, public information campaigns, or other tools) could be used to enforce existing regulations and encourage safety.

Potential Funding Sources

Local and state capital budget programs, development mitigation/impact fees

Time Frame Goal

Immediate and Ongoing

22. Identify and Preserve Segments of the Historic Naches Trail

Description

The Naches Trail played a significant role in the history of travel through the region. The corridor organization could initiate a project that identifies the original route of the Naches Trail on present-day maps. Opportunities for preservation of remnants of the trail should be identified. Interpretation about the trail should be provided in appropriate locations, as discussed under Action Item 5.

Potential Funding Sources

Funding may be available through the FHWA scenic byway program, federal trails

and conservation funding programs, and other sources. Community fundraising, private donations, and volunteer services could also help to accomplish this project.

Time Frame Goal

Immediate

23. Catalogue Historic Structures and Features of the Corridor and Analyze State and National Register Eligibility

Description

A comprehensive catalogue of historic structures and features for the entire All American Road route should be compiled, including an inventory of the roadway itself. Much of this information is already available from the intrinsic quality inventory work completed for this Guidebook and through assessments completed by Enumclaw, the US Forest Service, and the National Park Service.

All of this information should be compiled into one document and the potential for adding features to the state and national historic registers should be evaluated (with property owner cooperation.) For example, the Naches Trail, which is already listed on the State Register, could be a candidate for the National Register. An application for the Naches Trail was made a few years ago and denied, but with the "All American Road" designation and recent corridor planning efforts its status may be reconsidered.

Potential Funding Sources

Volunteer resources could help to accomplish this action item.

Time Frame Goal

Immediate

Implementing and Updating the Action Plan

Identifying Potential Projects and Strategies Is Only the First Step

This Action Plan is intended to be a guide for future corridor planning, management and implementation efforts. The recommended actions are based on community input and a conceptual level of review of existing conditions. They are suggestions, not mandates or requirements.

If pursued, each action item will need further consideration and analysis as part of the implementation process. Further coordination with applicable regulatory agencies and other stakeholders, as well as ongoing public participation, will be necessary. Project implementation will be contingent on available funding sources and other factors. Projects potentially considered

for funding through capital investment programs will be further prioritized as part of City, County, or State capital improvements programming.

Individual project sites will need to be analyzed in more detail as part of future design efforts to identify land use approval requirements, determine potential sensitive areas and required mitigation, and identify environmental and land use permitting requirements. Geotechnical analysis, wetland delineations, wildlife habitat analysis, and other types of studies may be required as part of project implementation.

Projects will need to be designed and implemented in accordance with all local, state, and federal standards and guidelines, including the Manual on Uniform Traffic Control Devices (MUTCD), the Washington State Department of Transportation (WSDOT) Design Manual and other state regulations, A Policy on Geometric Design of Highways and Streets by the American



Mount Rainier and the Cowlitz Chimneys from Tipsoo Lake




Association of State Highway and Transportation Officials (AASHTO), the Americans with Disabilities Act (ADA), applicable standards and code requirements of King County, Pierce County and other local jurisdictions, and other relevant development requirements. In the case where conflicts occur between these standards and guidelines, or between these and the values and purposes of this Guidebook, further analysis and coordination with the governing agency should occur and the need for a possible variance should be explored.

Updating the Action Plan

As discussed previously in this section, it is recognized that the priorities of the community may change over time, and the Action Plan should be reviewed periodically, updated and amended as necessary, adding new strategies and projects, and removing that have become reality. It may also be necessary to reassign priority levels to the recommended strategies and to supplement various sections of the Action Plan, such as the Marketing and Promotions Program, the Interpretation Program, and the Design Guidelines.

Action Plan Summary Table

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	1	Expand existing corridor organization to include entire All American Road	C	G	I	●	●	●	●	●
NS	1a	Select leadership board	C	G	I	●	●	●	●	●
NS	1b	Confirm identity and coordinate logo design	C	G	I	●			●	●
NS	1c	Organize subcommittees and assign responsibilities	C	G	I/O	●	●	●	●	●
NS	1d	Coordinate with staff and elected officials from jurisdictions and agencies along the corridor; agencies may want to adopt all or portions of the Guidebook	C	G	I/O	●	●	●	●	●
NS	1e	Coordinate with land managers on public use and accommodation issues	C	G	I/O	●	●	●	●	●
NS	1f	Work with applicable agencies to monitor tourism/visitor levels (including river use) and associated impacts and benefits	C	G	I/O	●	●	●	●	●
NS	1g	Coordinate with legislative representatives and members of the US Congress	C	G	I/O	●	●	●	●	●
NS	1h	Participate with and coordinate with other current planning efforts and projects	C	G	I/O	●	●	●	●	●

Legend	
Map Symbols (see Action Plan Map)	
NS	Not Shown on map because action item is applicable to the entire corridor
Ⓢ	Recommended Interpretive Elements (interpretive centers, kiosks, waysides, viewpoints)
★	Recommended Intersection Studies
Ⓜ	Recommended Pedestrian Crossings/Traffic Calming
	Recommended Restrooms
	Recommended Trailhead Improvements
	Recommended Water Access
Location	
C	Corridor (over entire corridor)
MP XX.X	Milepost (specific location noted)

Action Plan Summary Table

(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	1i	Periodically review and update the Action Plan	C	G	O	●	●	●	●	●
NS	2	Implement ongoing community participation plan	C	G	I/O	●	●	●	●	●
NS	3	Implement recommended marketing and promotions program	C	G	I/O				●	●
NS	3a	Conduct specific consumer travel research to gain insight on traveler needs and preferences	C	G, V	I				●	●
NS	3b	Create a graphic identity for the corridor: coordinate logo design and other supporting materials	C	G, V	I				●	●
NS	3c	Prepare an Interpretive/informational brochure and map/poster for the corridor	C	G, V	I	●		●	●	●
NS	3d	Coordinate with local media (newspapers, radio, television) to promote awareness of the corridor, including the development of a media kit	C	G, V	I/O				●	●
NS	3e	Create a traveling display	C	G, V	I	●			●	●
NS	3f	Develop a speaker's kit	C	G, V	I	●			●	●

Legend (continued)

Type of Action Item

- G General (applicable to the entire corridor and/or related to corridor organization programs)
- R Recreation
- H Highway Safety and/or Mobility
- I Interpretive
- V Visitor Enhancement







Time Frame Goal

- O Ongoing
- I Immediate (1 to 3 years)
- N Near Term (3 to 6 years)
- F Far Term (6 to 10 years)

Action Plan Summary Table

(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	3g	Design and post a website, link to other websites, and/or post information on other websites	C	G, V	I/O	●			●	●
NS	3h	Coordinate with other existing tourism and promotion programs	C	G, V	I/O	●			●	●
NS	3i	Form a subcommittee to manage ongoing marketing and promotions program, as well as corridor stewardship activities	C	G	I/O	●			●	●
NS	3j	Organize self-guided tours of the corridor (audio and/or brochure tours)	C	G, V	N	●		●	●	●
NS	3k	Support and sponsor community and youth projects and program related to the corridor	C	G, V, R	O	●			●	●
NS	3l	Support and sponsor arts and cultural programs and special events	C	G, V, R	O	●			●	●
NS	3m	Re-initiate the Naches Trail Days Event	C	G, V, R	I	●			●	●
NS	3n	Re-initiate the Peaches and Cream Festival to Celebrate the Annual Opening of the Pass	C	G, V, R	I	●			●	●
NS	4	Implement the recommended signing program	C	G, V	I/O	●	●	●	●	●

Legend	
<i>Map Symbols (see Action Plan Map)</i>	
NS	Not Shown on map because action item is applicable to the entire corridor
	Recommended Interpretive Elements (interpretive centers, kiosks, waysides, viewpoints)
	Recommended Intersection Studies
	Recommended Pedestrian Crossings/Traffic Calming
	Recommended Restrooms
	Recommended Trailhead Improvements
	Recommended Water Access
<i>Location</i>	
C	Corridor (over entire corridor)
MP XX.X	Milepost (specific location noted)

Action Plan Summary Table
(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	4a	Gateway signs	C	G, V	I		●	●	●	●
NS	4b	Trailblazer/scenic byway logo signs	C	G, V	I		●	●	●	●
NS	4c	Directional guide signs/ advance warning signs	C	G, V	I		●	●	●	●
NS	4d	Supplemental guide signs	C	G, V	I		●	●	●	●
NS	4e	Interpretive panels/heritage markers (see 15)	C	G, V	I		●	●	●	●
NS	4f	Special feature/place name signs	C	G, V	I		●	●	●	●
NS	4g	Milepost markers	C	G, V	I		●	●	●	●
NS	5	Implement the recommended interpretive program and develop new restrooms at some of the interpretive sites	C	G, I, V	I	●			●	
5a	5a	Develop welcome center/gateway interpretive center at the western gateway to the corridor	MP 25 ±	G, I, V	I	●		●	●	●
5b	5b	Develop wayside interpretation and pull-out/viewpoint near Milepost 25.2 at eastern edge of Enumclaw	MP 25.2	G, I, V	I	●	●	●	●	●
5c	5c	Develop interpretive/information kiosk at Pete's Pool Park	MP 25.4	G, I, V	N	●			●	●

Type of Action Item		Time Frame Goal	
G	General (applicable to the entire corridor and/or related to corridor organization programs)	O	Ongoing
R	Recreation	I	Immediate (1 to 3 years)
H	Highway Safety and/or Mobility	N	Near Term (3 to 6 years)
I	Interpretive	F	Far Term (6 to 10 years)
V	Visitor Enhancement		

Action Plan Summary Table

(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
(5d)	5d	Develop forest diversity interpretive center/interpretive kiosk at Weyerhaeuser Company property or Parker's Mill site	MP 27.4	G, I, V	N	●			●	●
(5e)	5e	Develop wayside interpretation and pull-out area near Goodwater Springs	MP 34.0	G, I, V	N	●	●	●	●	●
(5f)	5f	Develop wayside interpretation and pull-out/viewpoint area near Milepost 35	MP 35	G, I, V	N	●	●	●	●	●
(5g)	5g	Coordinate with WSPRC on potential improvements/expansion at Catherine Montgomery Interpretive Center	MP 41.5	G, I, V	I	●			●	●
(5h)	5h	Develop wayside interpretation and pull-out area near Pioneer Rock Monument in Greenwater	MP 42.8	G, I, V	I	●	●	●	●	●
(5i) (5i)	5i	Develop wayside interpretation and restrooms at location in Greenwater, potentially at Community Center and/or DNR property (also see Action Item 14 and 15a.)	MP 42.5-43.5	G, I, V	I	●			●	●

Legend

Map Symbols (see Action Plan Map)

- NS Not Shown on map because action item is applicable to the entire corridor
- (5) Recommended Interpretive Elements (interpretive centers, kiosks, waysides, viewpoints)
- ☆ Recommended Intersection Studies
- (74) Recommended Pedestrian Crossings/Traffic Calming



Recommended Restrooms



Recommended Trailhead Improvements



Recommended Water Access

Location

C Corridor (over entire corridor)
MP XXX.X Milepost (specific location noted)




Action Plan Summary Table
(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
	5j	Install wayside interpretation and restrooms at new Mount Rainier Viewpoint at eastern terminus of Chinook Byway	MP 49.0	G, I, V	I	●		●	●	●
NS	6	Educate others about and promote the recommended design guidelines for the corridor	C	G, V	I/O	●	●	●	●	●
NS	7	Coordinate with WSDOT to implement recommendations from their 1997 roadway study	C	G, H, V	I	●	●	●	●	
NS	8	Coordinate with WSDOT to complete an updated transportation and traffic analysis	C	G, H, V	I		●	●	●	
NS	9	Coordinate with WSDOT to study the need for and feasibility of intersection improvements	C	G, H, V	I or N		●	●	●	
	9a	Mud Mountain Dam Road	MP 29.8	G, H, V	I or N		●	●	●	
	9b	Federation Forest State Park entrance	MP 40.5	G, H, V	I or N		●	●	●	
	9c	Greenwater area	MP 42.5-43.5	G, H, V	I or N		●	●	●	
	9d	Forest Service Road 70	MP 45.3	G, H, V	I or N		●	●	●	
	9e	Forest Service Road 74	MP 46.6	G, H, V	I or N		●	●	●	
	9f	Crystal Village	MP 47.4	G, H, V	I or N		●	●	●	

Type of Action Item		Time Frame Goal	
G	General (applicable to the entire corridor and/or related to corridor organization programs)	O	Ongoing
R	Recreation	I	Immediate (1 to 3 years)
H	Highway Safety and/or Mobility	N	Near Term (3 to 6 years)
I	Interpretive	F	Far Term (6 to 10 years)
V	Visitor Enhancement		




Action Plan Summary Table

(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	10	Coordinate with WSDOT to improve striping and visibility on the highway	C	G, H, V	I		●	●	●	
NS	11	Coordinate with WSDOT to develop a bike route and related improvements on SR 410	C	G, H, R	I	●	●	●	●	
NS	12	Coordinate with WSDOT to implement a road sharing safety campaign for SR 410	C	G, H, R	N	●	●	●	●	
NS	13	Coordinate with appropriate land owners and agencies to develop a multi-use trail/pathway	C	G, V, R	N	●			●	
	14	Work with WSDOT and Greenwater Community to develop pedestrian crossings, traffic calming improvements, streetscape enhancements, and multimodal facilities	MP 42.5-43.5	H, V	I or N	●	●	●	●	
	15	Coordinate with appropriate land owners and agencies to develop trailhead and restroom improvements (vault toilets) at the following locations:		V, R	I or N	●		●	●	●
	15a	Twin Creeks	MP 38.6	V, R	I or N	●		●	●	●
	15b	Slippery Creek	MP 42.7	V, R	I or N	●		●	●	●

Legend

Map Symbols (see Action Plan Map)

- NS Not Shown on map because action item is applicable to the entire corridor
-  Recommended Interpretive Elements (interpretive centers, kiosks, waysides, viewpoints)
-  Recommended Intersection Studies
-  Recommended Pedestrian Crossings/Traffic Calming



Recommended Restrooms



Recommended Trailhead Improvements



Recommended Water Access

Location

- C Corridor (over entire corridor)
- MP XX.X Milepost (specific location noted)

Action Plan Summary Table
(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
	15c	Greenwater Community Center Trailhead for access to the Christoff Trail	MP 45.3	V, R	I or N	●		●	●	●
	15d	Naches Trail near Cliff Area	FSR 70	V, R	I or N	●			●	●
	15e	Planned sno-park east of Himes Camp (trailhead for hiking, horseback riding in summer)	FSR 70	V, R	I or N	●		●	●	●
	16	Improve boating, fishing, and rafting access points to the White River at the following locations:		V, R	I or N	●		●	●	●
	16a	Take out area at Mud Mountain Dam (in another area of the park not generally open to the public)	MP 29.8	V, R	N	●			●	●
	16b	Bridge Camp	MP 35.6	V, R	I	●		●	●	●
	16c	Twin Creeks	MP 38.6	V, R	I	●		●	●	●
	16d	Federation Forest State Park	MP 42.3	I, V, R	I	●		●	●	●
	16e	Input area off of Forest Service Road 74	MP 46.6	V, R	I	●			●	●
NS	17	Manage roadside vegetation to maintain views of the working forest and beyond	C	G, V	O	●			●	

Legend (continued)	
Type of Action Item	Time Frame Goal
G General (applicable to the entire corridor and/or related to corridor organization programs)	O Ongoing
R Recreation	I Immediate (1 to 3 years)
H Highway Safety and/or Mobility	N Near Term (3 to 6 years)
I Interpretive	F Far Term (6 to 10 years)
V Visitor Enhancement	

Action Plan Summary Table

(continued)

Map Symbol	Guidebook #	Action Item Description	Location	Type of Action Item	Time Frame Goal	Anticipated Benefits of Implementing the Action Item				
						Preserving and Enhancing Intrinsic Qualities	Improving Roadway Safety and Operations	Balancing the Needs of Corridor Users	Preserving and Enhancing the Visitor's Experience	Promoting and Marketing the Corridor
NS	18	Implement roadside and river clean-up programs along the corridor	C	G, V	I/O	●			●	●
NS	19	Coordinate with the Watchable Wildlife Program	C	G, V, R	I/O	●			●	●
NS	20	Coordinate with PSE on the potential relocation and/or screening of utility lines	C (west)	G, V	N	●			●	

Legend

Map Symbols (see Action Plan Map)

- NS Not Shown on map because action item is applicable to the entire corridor
- ④ Recommended Interpretive Elements (interpretive centers, kiosks, waysides, viewpoints)
- ★ Recommended Intersection Studies
- Ⓜ Recommended Pedestrian Crossings/Traffic Calming



Recommended Restrooms



Recommended Trailhead Improvements



Recommended Water Access

Location

- C Corridor (over entire corridor)
- MP XX.X Milepost (specific location noted)

Legend (continued)

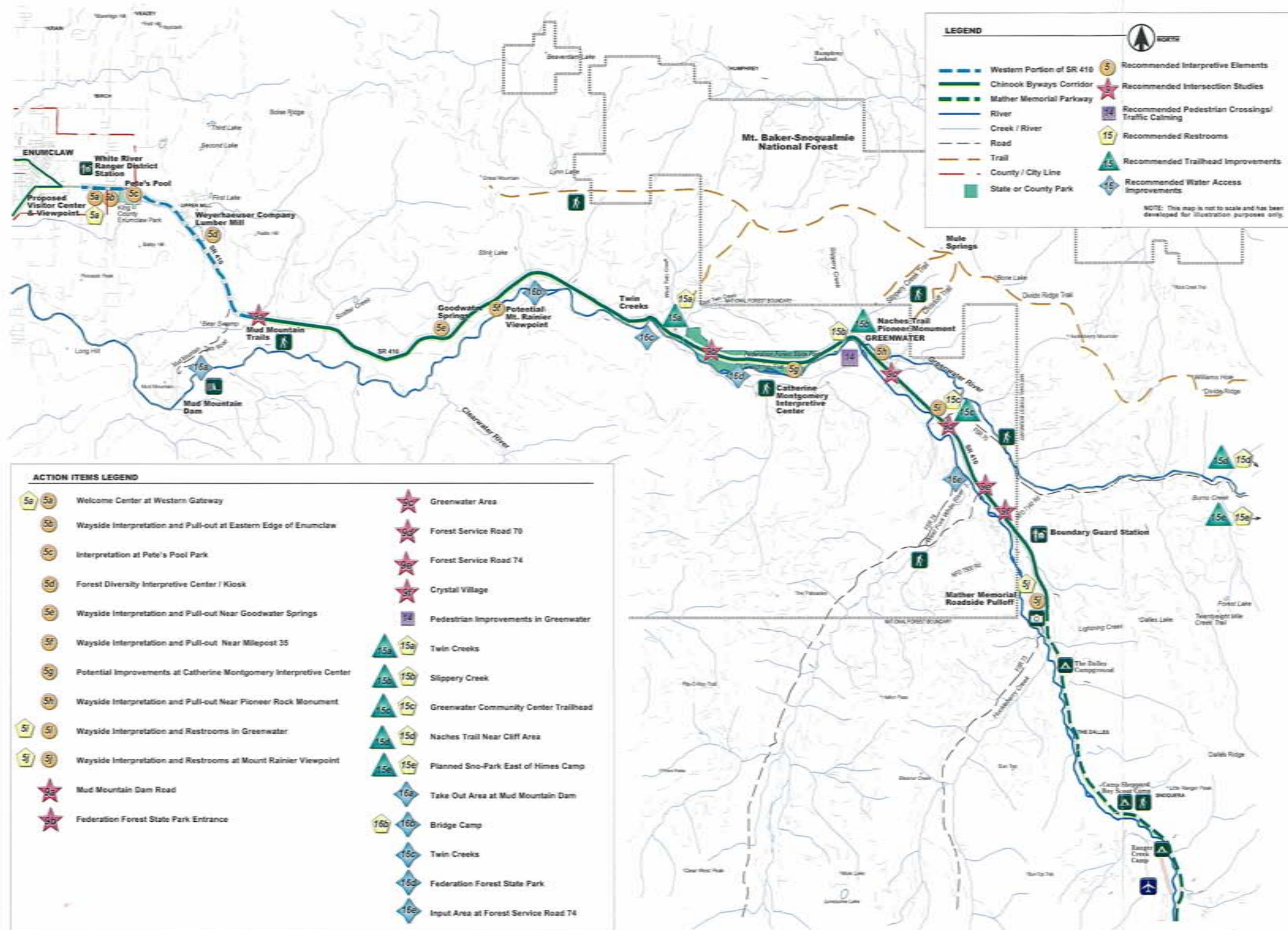
Type of Action Item

- G General (applicable to the entire corridor and/or related to corridor organization programs)
- R Recreation
- H Highway Safety and/or Mobility
- I Interpretive
- V Visitor Enhancement

Time Frame Goal

- O Ongoing
- I Immediate (1 to 3 years)
- N Near Term (3 to 6 years)
- F Far Term (6 to 10 years)

Action Plan Map



LEGEND

- Western Portion of SR 410
- Chinook Byways Corridor
- Mather Memorial Parkway
- River
- Creek / River
- Road
- Trail
- County / City Line
- State or County Park

- 5 Recommended Interpretive Elements
- ★ Recommended Intersection Studies
- 14 Recommended Pedestrian Crossings/Traffic Calming
- 15 Recommended Restrooms
- ▲ Recommended Trailhead Improvements
- ◆ Recommended Water Access Improvements

NORTH

NOTE: This map is not to scale and has been developed for illustration purposes only.

ACTION ITEMS LEGEND

5a	Welcome Center at Western Gateway	★	Greenwater Area
5b	Wayside Interpretation and Pull-out at Eastern Edge of Enumclaw	★	Forest Service Road 70
5c	Interpretation at Pete's Pool Park	★	Forest Service Road 74
5d	Forest Diversity Interpretive Center / Kiosk	★	Crystal Village
5e	Wayside Interpretation and Pull-out Near Goodwater Springs	14	Pedestrian Improvements in Greenwater
5f	Wayside Interpretation and Pull-out Near Milepost 35	▲	Twin Creeks
5g	Potential Improvements at Catherine Montgomery Interpretive Center	▲	Slippery Creek
5h	Wayside Interpretation and Pull-out Near Pioneer Rock Monument	▲	Greenwater Community Center Trailhead
5i	Wayside Interpretation and Restrooms in Greenwater	▲	Naches Trail Near Cliff Area
5j	Wayside Interpretation and Restrooms at Mount Rainier Viewpoint	▲	Planned Sno-Park East of Himes Camp
★	Mud Mountain Dam Road	◆	Take Out Area at Mud Mountain Dam
★	Federation Forest State Park Entrance	16b	Bridge Camp
		◆	Twin Creeks
		◆	Federation Forest State Park
		◆	Input Area at Forest Service Road 74

Expanding and Strengthening the Corridor Organization

The Chinook Byways Corridor Planning and Management Guidebook has been created to help guide future work related to the Chinook Byways segment of the corridor. Some of the more general guidelines and recommendations in the Guidebook can also be used to guide planning and management efforts for the entire SR 410 (All American Road) corridor, from Enumclaw to Naches.

The ongoing management and coordination efforts associated with the corridor will require a strong commitment by local community representatives. In order for the goals associated with the corridor and the recommendations in the Guidebook to be fully achieved, a well-organized and enthusiastic group of people will need to continue to work together to coordinate and manage the ongoing planning and project implementation activities associated with the corridor.

The Federal Highway Administration (FHWA) recognizes that those most “in touch” with the existing conditions and needs of a scenic byway are the local communities surrounding it. FHWA strongly encourages the management of scenic byways by “grass-roots” citizen-based organizations. Along with citizen-based management efforts, FHWA recommends building local support through active community involvement at every stage of the corridor planning and management process.

As discussed under Action Item #1 in the Action Plan, the expansion of the existing corridor organization and the consolidation of planning efforts for the corridor needs to take place in order to carry forward the programs and projects recommended in this Guidebook. An organizational chart provided

at the end of this section illustrates how an expanded corridor organization might be structured.

The core group for the corridor is essentially already in place and just needs to be further structured and expanded to take the process forward.



The future of the corridor lies in the balancing of tourism with preservation of the existing character of the region and the cherished rural lifestyles of the local communities

Several individuals interested in being involved in ongoing corridor planning and management efforts signed up during the Fall Potluck in Greenwater in November 1998. Another meeting held in March 1999 in Naches brought “east side” corridor stakeholders together with “west side” interests, completing another step forward in building an expanded corridor organization.

It is anticipated that the core group involved in ongoing corridor planning and management will grow and evolve over time. At the outset, it is important that the core group include representatives from all

of the communities and interest groups located along and near the corridor.

It is important to understand that a primary objective of the corridor organization will be to guide the work of planning and implementing the enhancements and interpretation along the corridor. The corridor organization will also sponsor special programs and events to promote the corridor and will lead or participate in stewardship activities. With these primary objectives in mind, members of the core group should consider the types of skills and interests most needed in the corridor organization as it grows and evolves. Here's a suggested process for forming and expanding the core group:

- Identify skills and interests needed.
- Identify people known to have these skills and who have demonstrated interest in community affairs.
- Talk to those identified in person and discuss the corridor, including the vision statement, goals, future prospects, and the importance of citizen involvement to manage and implement the corridor plan.
- If the group is still too small, go directly to community organizations and solicit participation emphasizing that commitment and leadership are needed at this time.

Here is a summary of the steps involved in expanding the organization and consolidating planning efforts:

- Establish an expanded corridor organization for the entire All American Road corridor, including "west side" and "east side" stakeholders and interests, as well as representatives for the Mather Memorial Parkway segment.

- Select the corridor board or leadership team and set a regular monthly meeting schedule (more frequent meetings may be needed to kick-off the process). It may be necessary to establish operational guidelines and a formal structure (i.e. election of officers, consistent meeting agendas, keeping meeting minutes, etc.) in the organization to ensure its success.
- Determine appropriate subcommittees for the organization (see suggestions later in this section). Members of the subcommittees will be responsible for specific tasks related to the corridor.
- Reach consensus about next steps — What should the corridor organization focus on first?
- Find ways to keep the organization vital and active, along with keeping members motivated and involved. Hold meetings at interesting locations, provide food and entertainment if possible, and present rewards for hard work and special achievements.



Weyerhaeuser Company manages forest lands along the corridor

Confirming the Identity of the Corridor and the Corridor Organization

Once the core group develops and has established a regular meeting schedule, one of the first items of business will be to reach a consensus about the identity of the corridor. A somewhat concise, easy-to-remember name for the corridor and the corridor organization will need to be identified.

As a general rule, the names of the corridor and the corridor organization should correlate to one another or be essentially the same. For the corridor name, it will be important to have the byline or subname (shown in italics under suggested names) to provide context for the corridor and reinforce the “All American Road” identity.

In marketing terms, you could think of this process as establishing a “brand identity” for the corridor organization and the corridor. Here are a few suggested names for the corridor and the corridor organization to get the discussion started:

- **CHINOOK PASS HIGHWAY**
SR 410/Mather Memorial Parkway from Enumclaw to Naches, An All American Road
- **CHINOOK BYWAYS CORRIDOR**
SR 410/Mather Memorial Parkway from Enumclaw to Naches, An All American Road
- **MATHER MEMORIAL PARKWAY**
SR 410 from Enumclaw to Naches, An All American Road

SR 410/Mather Memorial Parkway is the corridor name currently recognized by the Federal Highway Administration and the Washington State Department of



There are several business owners and residents in the Greenwater area who are important stakeholders in the corridor

Transportation as part of the official All American Road designation.

Once the names for the corridor and the corridor organization have been established, the identity should be promoted and reinforced at the local, regional, state and national levels. Activities that will reinforce the corridor identity include:

- Working with a graphic artist to develop a logo for all outreach and communications materials (letterhead, postcards, etc.)
- Distributing a poster or flyer with the new name and logo
- Developing and distributing a map and brochure with the new name and logo
- Sending out a quarterly or monthly newsletter with the new name and logo
- Articles or notices in newspapers
- Letterhead that includes the logo and corridor name on stationary used for official purposes (such as letters of support for grant applications or endorsement of special programs)

Broadening Interest in the Corridor—Bringing in More Stakeholders

It is important to know who the stakeholders are along the corridor and to involve them in corridor planning and implementation activities as much as possible. If the core group has already been expanded to include many stakeholders, then it is important to identify who is missing from the partnership. Typical major stakeholders should include:

- Property owners along the corridor (identify names from tax records)
- Local business people, especially those whose businesses would be affected by increased tourism
- Agencies and interests responsible for management activities in the corridor (WSDOT, Enumclaw, Greenwater, Pierce and King Counties, State Parks, National Park Service, US Forest Service, Weyerhaeuser Company, etc.)
- Local community associations, chambers of commerce, visitors bureaus, and other community organizations dedicated to promoting business, quality of community life, or tourism.



People of all ages and interests enjoy the corridor and can be involved in its future

- Organizations dedicated to specific intrinsic qualities of the corridor (such as historical societies, local museums, outdoor recreational organizations, local or regional festival organizers, garden clubs, and scouting groups)

The stakeholders will play an important role in the partnership. Involve them in the process by inviting them to semi-annual or quarterly meetings and:

- Asking about their interests and concerns
- Responding to their questions, fears, dreams, and anxieties without judging or taking sides
- Learning about the corridor from them
- Looking for common ground between their concern and others with whom you are talking
- Showing them how some of their needs can be met through the enhancement of the corridor
- Clearly understanding what you desire from the stakeholders
- Inviting them to join the corridor project and work together to achieve commonly desired goals

Potential Subcommittees

The working subcommittees of the corridor organization or partnership will play important roles in the future of the corridor. These subcommittees will be the “engines” behind the overall corridor organization, making things happen on a daily basis. Subcommittees should be structured so that individuals with special skills or interests that relate to the responsibility of the subcommittee are involved. For example, someone with word processing and desktop publishing skills would be an ideal leader

for a “communications” or “newsletter” subcommittee.

Here are some of the potential subcommittees that may form out of the overall “umbrella” corridor organization:

- Communications/Media Relations (responsible for newsletters, meeting invitations, flyers, press releases, etc.) This is a very important subcommittee!
- Grant Writing/Fund Raising
- Marketing and Promotions
- Project Implementation
- Maintenance and Operations
- Governmental/Political Liaison
- Membership
- Community Involvement

Other subcommittees may be needed. These are some of the most common ones found in larger organizations.

The Contacts List

It is important to have a person in charge of the corridor contact/ mailing list who is skilled with data base management and can maintain and update the list and produce mailing labels. As people are identified by the core group, place them on the mailing list. At a minimum, obtain their name, address/phone/e-mail, organization or agency, and their job, role, or position.

To maintain the mailing list, keep up with changes in the leaders of community organizations so that mailings are received by the current leaders. Remove people who move or who indicate that they are not interested.

Keep all well established community organizations on the mailing list. Mailing

announcements, newsletters, and meeting notices to community organizations is a simple way to keep interested people aware of the partnership activities and progress. An organization may want to contribute to the corridor by donating money or effort to one of the identified projects.

Building a Volunteer Support Base

To successfully build a volunteer support base for the corridor:

- Register volunteers and record their time (volunteer time is often an eligible in-kind matching source for grants);
- Identify their interests, skills, and availability;
- Match project needs and volunteers thoughtfully;
- Make the work sessions enjoyable; and
- Build “esprit de corps” by making the work parties fun; plan food and music by local people; plan time for socializing and making friendships.

Productive projects, where you can see the physical results when you are finished, such as building trails, planting trees, landscaping, and other activities, are typically very rewarding and can help build a strong, active volunteer organization.

The Chinook Byways Committee developed a brochure that included a form that people could send in if they were interested in participating in corridor activities including volunteer opportunities. A copy of this form is shown on the next page, and can be modified to continue to be used for the All American Road. This form can be used to recruit members or to gather input and ideas for corridor-related planning.

Yes, I want to assist Chinook Byways

Name _____

Address _____

City _____ State _____ ZIP _____

Phone (day) _____ (evening) _____

I would like to help financially.* Enclosed is my check for \$_____ made payable to Chinook Byways.

I would like to volunteer my time and experience. Please keep me informed of volunteer opportunities.

I am interested. Please keep me posted.

*Chinook Byways is a committee of Enumclaw 2000.

For further information call (360) 825-5581.

Mail to: Chinook Byways
1230 Griffin Ave.
Enumclaw, WA 98002

Let's preserve our beautiful natural resources.

Ongoing Activities

Once the expanded corridor organization is formed and is meeting regularly, there are various activities that the organization should focus on on a continual basis:

- Coordination with agencies and jurisdictions to adopt the recommended strategies and projects from the Chinook Byways Corridor Planning and Management Guidebook. Strategies and projects can be adopted into local comprehensive plans and community planning activities of the towns and tourism areas along the corridor and Pierce and King Counties, and into the Statewide Transportation Plan, as appropriate.
- Expansion of specific elements in the Guidebook to cover the entire corridor, from Enumclaw to Naches. For example, the organization could discuss and confirm how the design guidelines developed in the Guidebook can be applied throughout the corridor. There may be a need to make adjustments in the design guidelines to fit the various segments of the All American Road corridor. Along with this process, all planning documents that have been created for the entire corridor, from

Enumclaw to Naches, should be folded into this Guidebook in order to create one consolidated plan to guide future efforts of the organization.

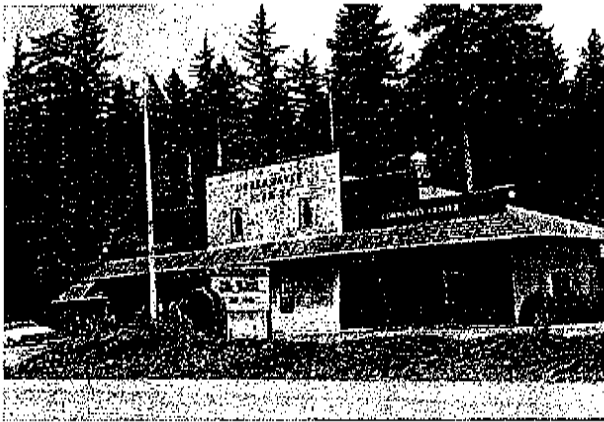
- Coordination with appropriate agencies to pursue funding for projects and to manage planning, design, and implementation of these projects.
- Regular communications of progress of meeting corridor goals, and completing action items through newsletters, possibly a website, newspaper articles (press releases) or other means.
- Sponsorship and support of activities and projects that reinforce the goals for the corridor, such as stewardship programs, community clean-up events, and volunteer tree-plantings.
- The *Action Plan* is a "working draft" that should be updated, modified, and expanded periodically as planning efforts progress and the corridor expands.

Potential Funding Opportunities

The entire SR 410 corridor from Enumclaw to Naches, including the Chinook Byways segment, is eligible for various types of

grants and governmental funding, and will receive priority consideration for funding because of the “All American Road” designation. A table listing details about various funding sources and opportunities that corridor programs and projects may be eligible for is included in the appendix. Some of the sources listed include:

- Federal Highway Administration Scenic Byway Grants (TEA 21 Program)
- Transportation Enhancement Grants (TEA 21 Program)
- Public Lands Highway Grants
- Other Federal Grant Programs
- State Grant and Capital Funding Programs
- Regional and Local Funding Opportunities
- Public/Private Partnerships
- Private Foundations and Gifts
- Community Fundraising
- Volunteers and In-Kind Resources



The Greenwater Community Center has been the site of several steering committee meetings and community workshops for the byway

The Importance of Ongoing Public Participation

The Need for Broader Input

Ongoing public participation is essential to the success of future corridor planning and project implementation. The corridor organization will represent the views of local communities and interests, but at key decision-making points and important milestones in the future, there also will be a need for broader community input and involvement. Citizens and special interest groups throughout the corridor can provide valuable information and input. They are the local experts - they can describe in detail the existing conditions, problems and potential solutions that are best suited to their specific situations.

Tools for a Successful Public Involvement Program

There are several successful tools to inform and involve the public. The public involvement tools and corresponding schedules listed in the table at the end of this section are recommended in conjunction with long-term planning and management of the corridor.

Recommendations about how and when to use these public involvement tools are guidelines only. The ongoing public involvement program for your corridor should be tailored to fit the preferences and needs of your corridor organization and your community. Depending on events taking place within the corridor at various times, it may be necessary to adjust meeting schedules and/or newsletter/press release publishing dates. If there is a period of heavier activity, it may be a good idea to hold meetings more frequently or to look for other ways to engage the interest of the community and the public at large. Keep in

mind that summer vacation schedules and winter weather conditions often impact meeting attendance and participation levels.

Advantages of Public Workshops

Sometimes it is necessary to help certain community groups understand the points of view of other community groups or stakeholders involved. One of the best methods to accomplish this is bringing all interested groups together for workshops to discuss issues and work together on resolutions. In this setting, people are better able to understand the concerns and perspectives of others, in contrast to meeting with groups or people individually, where the forum for differing viewpoints is not available. It is still important to understand and address the specific needs each person or group, and it may be necessary to hold separate meetings with special interests, but the workshop setting is the best format for broader community participation and addressing conflicting points of view.

Another advantage of public workshops is that they allow an opportunity to invite the public as a whole to participate in corridor planning and implementation activities. Workshop announcements should be placed in local and regional newspapers, and workshops should be held at convenient and accessible locations within the community. Inviting the general public to participate through workshops will help ensure that community members and stakeholders aren't left out of the process. The community involvement program will be strengthened and more successful.

Reaching out to the Community

People lead busy lives and it is often difficult to attend public meetings and workshops because family and personal schedules take priority. Often, public meetings and workshops aren't well-attended if the issues being discussed are not controversial. Time is a precious commodity these days and with that in mind, sometimes it is necessary to reach out to the community through methods in addition to general public meetings and workshops.

A successful way to get meaningful input for corridor planning and implementation activities is to attend meetings that are already set-up, such as meetings held by chambers of commerce, local tourism organizations, recreational clubs, etc. This method is successful because information can be obtained through meetings that are already attended by a group of devoted volunteers or community representatives, rather than adding another meeting to their busy schedules.

Presentations to elected officials and commissions can also provide opportunities for input and involvement in corridor activities, as well as build awareness and gather support for needed improvements. Work sessions with senior citizen organizations and school groups provide another opportunity for community outreach and obtaining insightful input. It's always important to learn from seniors and children when planning and designing interpretive elements and other public facilities.

There are many resources in the community including volunteers, in-kind support, gifts of materials, printing costs, etc. that can be "tapped into" as part of a strong program of community involvement and outreach.

<i>Public Involvement Tool</i>	<i>Purpose Most Often Used For</i>	<i>Suggested Time Interval</i>
Newsletters	To provide information on a regular basis to corridor organization and others who are interested in corridor activities	Monthly or Quarterly
Press Releases	To announce upcoming events, recent accomplishments, and engage public interest	As Needed
News/Radio Announcements	Same as press-releases	Same as press releases
Corridor Board Meetings	Held regularly to conduct corridor business activities, direct planning and management efforts, and appoint committees	Monthly or Bi-Weekly As Needed
Corridor Organization Meetings	Regular meetings to inform and involve the entire organization, vote on important actions, solicit support, and gain input	Quarterly or Semi-Annually (Half-Yearly)
Outreach Meetings (go to them!) with Special Interest Groups, Local Elected Officials, and others	Meetings to discuss special topics, resolve issues that are specific to the group, town, or area	As Needed
Traveling Displays	Illustrates ideas; set up in public places; gets the word out	At Key Points/For Events
Open Houses	Held to provide informal opportunities for input	As Needed
Workshops	Held to engage the community in decision-making efforts and hands-on approaches to problem solving.	As Needed
Ceremonies, Celebrations, Special Events	Special events to build community consensus and pride; also provides an opportunity to celebrate success and take a break before moving on the next milestone	Often!
Websites	Electronic posting to announce upcoming meetings, recent accomplishments, provide information to those interested in corridor activities, and receive input via e-mail	As Needed
Talking to People	Talking to people in person is by far the most effective method for bringing them into the organization. Talk to them on the phone, meet them for coffee or lunch. Share your vision and enthusiasm about the opportunities and possibilities for the corridor. Let them know that their support is needed, and that they can make a difference by helping to preserve the region's heritage for present and future generations. Assure them that the corridor's vision will not take away private property rights, a common concern related to scenic corridors.	As much as possible

**Possible Structure of
All American Road Corridor Organization**
(Name to be Determined)



* May be formed from the same individuals currently in the steering committee.

Appendix A-1
Roadway Elements of the SR 410 Corridor
Report by the Washington State Department of Transportation, August 1997

**SR 410
Milepost 29.72 to Milepost 47.69
Mud Mountain Dam Vicinity to
Mt Baker/Snoqualmie National Forest Boundary**

***ROADWAY ELEMENTS OF THE SR 410
CORRIDOR MANAGEMENT PLAN***

Northwest Region

August 1997

**JOHN OKAMOTO
Region Administrator**

**ROBERT JOSEPHSON, P.E.
Manager of Planning and Local Coordination**

Planning Staff: Jerry B Schutz, Transportation Planning Manager
Mark Sinden, Transportation Planner



**Washington State
Department of Transportation**

TABLE OF CONTENTS

<u>SUBJECT</u>	<u>Page</u>
Table of Contents	i
Vicinity Maps	ii-iii
Introduction	1
History	2
Setting	2-3
Environment/Land Use.....	2
Wetlands.....	3
Chinook Byways.....	3
The Roadway	3-9
Design Level (Functional Classification).....	4
Roadside Classification.....	4
Alignment.....	4-5
Roadway Geometrics.....	5
Access Control/Access Management.....	5-6
Pavement Condition.....	6
Structures.....	6-7
Channelization/Signalization.....	7
Vehicle Pullouts.....	7-8
Speed Limits.....	8
Clear Zone.....	8-9
State Highway System Plan/Future Directions	9-11
References	12
Appendix A: SI (Metric) to Imperial Conversions	A
Appendix B:	B
Appendix C:	C

INTRODUCTION

The roadway element of the *State Route 410 Corridor Management Plan* describes the existing conditions and proposed future conditions found on and along the highway. Establishing a baseline for current conditions lays the groundwork for further work by identifying current problems and provides a comprehensive understanding of the route and proposed improvements. The roadway data summarized and presented here will be used together with environmental, socio-economic, cultural, historic, and visual assessments to identify a long-range vision/direction, which will be the Corridor Management Plan.

Corridor management plans are developed for highways to establish a community-based vision and blueprint for corridor management that ensure lasting conservation of the resources that make the corridor special, while also ensuring a safe highway and efficient movement of people, goods, and vehicles upon it.

Since a corridor management plan is not a static document, it should be designed to incorporate changes such as the evolution of communities, new private developments, and travel trends as they occur.

This report focuses on the rural, two-lane section of SR 410 between milepost (MP) 29.72 and MP 47.69¹. This portion of highway (from just east of Enumclaw to the Mt Baker/Snoqualmie National forest boundary) serves many travelers bound for the recreational areas alongside the highway, including ski areas, national forests and parks, and numerous dams.

SR 410 is defined by the *State Highway System Plan* as a principal arterial highway. Principal arterial highways comprise part of a connected network of rural arterial routes with appropriate extensions into and through urban areas, and serve corridor movements having travel characteristics indicative of substantial statewide or interstate travel². As such, SR 410 links the central Puget Sound region to the communities east of the Cascades, as well as to the communities and recreation areas along the east slopes of Mount Rainier.

Listed below are the major recommendations of this report:

- Install guardrail at selected locations. Protect highway at slide- or avalanche-prone locations.
- Provide shoulders at least 1.2 m wide at all locations.

HISTORY

SR 410 has existed in some form for nearly 100 years. The present alignment of SR 410 was constructed between 1932 and 1935 as a series of Bureau of Public Works projects. Previous to this, "State Wagon Road #1" existed along the same general alignment, but with the advent of the motorcar the old gravel road often proved impassable even in the warm, dry summer months. Then, as now, the highway was closed at a certain point during the winter months due to large accumulations of snow and ice. The original designation for the route was as US Highway 410, but in 1964, the highway was dropped from the US highway system and redesignated as State Route 410.

SETTING

The location or setting of a highway can impact both the operation of the highway as well as its enjoyment by travelers. Depending on circumstances, the highway setting can also steer the highway's development in one way or another. For example, it would be unlikely that a highway traveling through a rural wetland area or through a deep cut would be significantly widened since little adjacent development would be possible, whereas a highway traveling through a flat, dry area near a metropolitan area might be widened or otherwise enhanced several times over a 20 year period. The following two topics, "Environment/Land Use" and "Wetlands" examine these issues as they pertain to SR 410.

ENVIRONMENT/LAND USE

The 29 kilometer long section of SR 410 in the study area passes through mostly riverine, mountain, and forested terrain, or a combination of the three.

The climate of the area is generally a midlatitude, west-coast marine type, with a dry season and very pleasant temperatures during the summer, generally mild but rainy winters, with the rain becoming snow at the higher elevations along the highway.

Land use adjacent to SR 410 is almost exclusively forest/rural. There are two small communities along the highway. Greenwater, located near MP 43, is the largest of the three commercial centers along the highway between Enumclaw and its terminus with US 12. (The other two much smaller commercial areas are at MP 96 and MP 102.) Businesses at Greenwater include a gas station, a grocery store, a hardware store, and several restaurants. The second community, Crystal Village, is a few kilometers up the road at MP 47. Crystal Village is a small subdivision of vacation chalets, some of which are occupied year-round. The subdivision has two access points onto the highway.

WETLANDS

Federal, state, and local regulations require the preservation of identified wetlands. Wetlands are areas where, among other things, land and water meet, creating a unique environment that

is distinctly different from both upland soils and deep water. Section 3 (17) of the Growth Management Act defines wetlands as: "areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

Portions of SR 410 follow the White River rather closely, and undoubtedly traverse wetlands and other "sensitive areas."

When highway improvement projects are proposed, the first goal regarding wetlands is to avoid them, the second goal is to minimize damage or exposure, and the third goal is to compensate for any disturbed wetland through mitigation. Mitigation can be accomplished by enhancing an existing wetland or "creating" a new wetland. Due to the existing road development patterns, the first two goals may be difficult to achieve from both financial and engineering perspectives in some situations.

THE ROADWAY

This section examines elements of roadway design such as functional classification, roadside development, horizontal and vertical alignment, lane and shoulder widths, the provision of clear zones, and level of access control. All these components play a major role in the operation of a highway. In addition, the report briefly discusses structures (bridges), channelization, and speed limits.

DESIGN LEVEL (FUNCTIONAL CLASSIFICATION)

In the *WSDOT Design Manual*, SR 410 is defined as a non-NHS (*National Highway System*) route³. (Prior to 1995, it was described as having a functional classification of "Principal Arterial", meaning it is a route which primarily functions as a main artery for interregional and interstate movement of people and goods.). This section of SR 410 should be designed to the standards of Modified Design Level 10 (MDL-10)⁴. Minimum design standards for this level include the following in Table 1:

**TABLE 1
SELECTED DESIGN FEATURES**

Design Feature	Standard
Design speed (mainline):	90 km/h (posted speed)
Width of Traffic Lanes	3.3 m
Shoulder Right of Traffic:	0.9 m

The *WSDOT Design Manual* contains complete information on the design standards for non-NHS principal arterials.

ROADSIDE CLASSIFICATION

The 1996 *Roadside Classification Plan* is a policy tool prepared by WSDOT which coordinates and guides the management, design, and construction of those areas alongside the state highway network. The intent of the plan is to provide a common basis for roadside management decisions statewide, to ensure consistent treatment of state route roadsides, to facilitate environmentally compatible and cost-effective preservation and restoration of roadsides, and to improve the distribution of fund for such projects.

The plan classifies the roadside character into two groups: natural and built. Both of these are separated into further categories.

Natural character refers to a landscape in which vegetation and landforms predominate, with manmade structures being rare or insignificant. It may be either forest (trees predominate) or open (such as prairie, steppe, desert, and agricultural fields).

Built (or manmade) character indicates a landscape in which human elements are notable or predominant in the overall context. There are three subclassifications. A rural landscape is characterized by intermixed built and natural or naturalized elements. Human manipulations of the land are evident. A semi-urban landscape is also characterized as intermixed built and natural elements, but in this case the built elements clearly prevail. Finally, an urban landscape is characterized by being a predominantly built environment. Vegetation is mostly non-native.

The *Roadside Classification Plan* provides different strategies for the various roadside classifications. Table 2 below lists the roadside classifications for this section of SR 410.

TABLE 2
ROADSIDE CLASSIFICATION ⁵

Milepost	Section Description	Features
23.94 to 25.74	SEMIURBAN-Enumclaw	small town
25.74 to 28.04	RURAL	mills, light industry
28.04 to 41.88	FOREST	forested
41.88 to 43.39	RURAL - Greenwater	Greenwater village
43.39 to 92.03	FOREST	forested

ALIGNMENT

In general, the horizontal and vertical alignments of this section of SR 410 meet or exceed minimum WSDOT design standards for this class of highway. Table 3 lists those vertical curves whose design speeds are lower than the posted speed of 55 mph (90 km/h).

**TABLE 3
SUBSTANDARD VERTICAL CURVES ⁶**

Milepost	Design Speed
31.41	80 km/h
32.50	80 km/h
32.60	70 km/h
33.23	80 km/h
33.76	70 km/h
34.72	65 km/h
35.20	70 km/h
35.54	55 km/h
36.18	70 km/h
40.04	60 km/h
41.34	70 km/h
47.37	80 km/h

Note: The "milepost" value refers to the approximate location of the V.P.I.

ROADWAY GEOMETRICS

The roadway section of SR 410 in the study area consists of a two-lane, two-way roadway, with lanes varying between 3.35 meters and 3.65 meters in width.

Design standards⁷ for this class of highway call for a continuous 0.9 meter shoulder. All of SR 410 meets this stipulation. The shoulders vary between 0.9 meters to 3.0 meters, with the majority of the shoulders being 1.2 meters in width. Bridge 410/115 over Scatter Creek, bridge 410/119 over West Twin Creek, and bridge 410/120 over East Twin Creek have 3.5 meter lanes with no shoulders. However, they do feature "sidewalks" of 1.2 m width, and multiple overlays have brought the roadway nearly flush to their edges. Given that the bridges are very short (bridge 410/115 is approximately 100 meters long; bridges 410/119 and 410/120 are 6 meters in length), the width restrictions have caused no operational problems.

There are no passing lanes along this length of SR 410.

ACCESS CONTROL/ACCESS MANAGEMENT

Under the Revised Code of Washington (RCW) 47.50, SR 410 is designated an access-controlled facility. The goal of this law is to preserve the safety and operational characteristics of the highway by managing access. In addition to the "full" access control found on freeways and expressways, five additional access management classification levels have been established to distinguish between different roadway functional characteristics and land use forms.

Access management classes are numbered from 1 to 5, with Class 1 the most restrictive and Class 5 the least restrictive. In the case of Classes 1 and 2, if alternative access to properties via non-state highways is available, then no access is provided directly to the state highways. Classes 3, 4, and 5 progressively balance land use with the through-function of state

highways, and allow more access points to the state highway. Classes 4 and 5 allow the most closely spaced access, and generally apply to lower-speed highways in urbanized areas, or areas which have been developed to a relatively built-out condition.

Currently, the section of SR 410 between SR 167 (Valley Freeway) and Bonney Lake is the only segment for which “full” access control has been purchased. The remainder of the route within the Northwest Region is identified as a “planned, partially limited” or “planned, modified access” facility in the *Master Plan for Limited Access Highways*.

Given the topography of the study area through which SR 410 traverses, it is unlikely that significant development will occur. When and if any new development is created, it will be fairly simple to control impacts to the highway through such measures as driveway consolidation and turn pocket channelization. The existing limits of each section of access classification are tabulated below in Table 4.

**TABLE 4
ACCESS CONTROL⁸**

Milepost	Section Description	Access Class/Control
beginning to 8.84	SR 167, Jct. SR 161 to Jct. SR 410	Full
8.84 to 11.87	Sumner: Stuck River to Wahl Road	Full
11.87 to 20.68	Wahl Road to Jct. SR 165	2
21.99 to 25.71	Buckley to Enumclaw NCL	4
25.71 to 42.76	Enumclaw NCL to Greenwater	1
42.76 to 47.69	Greenwater	3

PAVEMENT CONDITION

All of SR 410 in the study area has been paved within the past 6 years, and therefore the majority of the pavement is in very good condition. Table 5 lists the most recent overlay projects by milepost and the recommended resurfacing year as found in the 1996 *Pavement Condition Report*.

**TABLE 5
PAVING HISTORY AND PROGRAMMING YEAR⁹**

Milepost	Year Overlaid	Depth	Program Year
28.59 to 31.06	1991	18 mm	2011
31.06 to 42.14	1994	25 mm	2014
42.14 to 43.20	1991	18 mm	2011
43.20 to 43.60	1991	37 mm	2014
43.60 to 47.69	1994	25 mm	2011

STRUCTURES

There are five structures on the portion of SR 410 in the study area. Four of them are small bridges which carry the highway over creeks and were built in the early 1930's. The other

two bridges were constructed in the mid-1960's. Although the three older bridges have been retrofitted with thrie beam, the structures are aging and are nearing the end of their useful life. Table 6 lists the bridges and their target replacement years.

**TABLE 6
STRUCTURE INVENTORY ¹⁰**

Bridge Number	Bridge Name	Milepost	Year Built	Substandard Condition?*	Program Year
410/115	Scatter Creek	31.06	1965		2040
410/119	West Twin Creek	38.50	1932	FO	2007
410/120	East Twin Creek	38.56	1932	FO	2007
410/123	Slippery Creek	42.49	1967		2041
410/125	Greenwater Creek	42.75	1932	FO	2007

* FO - functionally obsolete (*geometrics don't meet current standard*)

* SD - structurally deficient (*structure no longer meets current standards*)

CHANNELIZATION/SIGNALIZATION

Very little channelization exists along SR 410. Most of what does exist consists of right turn pockets or tapers. There is one left-turn pocket. Table 7 lists these features by milepost. The *Left Turn Priority List* of 21 July 1997 cites no additional candidate intersections for left turn channelization within the study limits¹¹.

**TABLE 7
CHANNELIZATION ¹²**

Milepost	Intersection	Type
28.83	Weyerhaeuser Road	left turn pocket - WB
28.84	Weyerhaeuser Road	right turn taper - WB
29.73	Mud Mountain Dam Road	right turn pocket - EB
39.38	Forest Road	right turn corner - WB
41.88	Federation Forest St Park Entrance	right turn taper - EB
46.42	Forest Service Road #74	right turn taper - EB
46.91	Crystal Village Lane E	right turn taper - EB
47.23	Chinook Lane E	right turn taper - WB

NOTE: A *left turn pocket* is a storage lanes provided for vehicle turning left from one roadway to another. A *right turn pocket or lane* is a storage lane of sufficient length to allow deceleration from the mainline speed while minimizing impacts to "through" traffic. A *right turn taper* is for situations where right turning traffic is still significant, yet less so than at an intersection with a right turn pocket. Finally a *right turn corner* is a widened section of road allowing traffic coming from a side street onto the mainline whilst reducing conflicts to through traffic.¹³

VEHICLE PULLOUTS

Vehicle pullouts are widened areas of the roadway prism - either paved or unpaved - which allow slow-moving vehicles to leave the traveled lanes, allowing faster traffic to pass. On a scenic highway, they can also provide short-term parking for travelers to access a nearby point of interest. (In addition, on a highway in mountainous areas, they can provide a place for motorists to install or remove tire chains.) Although the *WSDOT State Highway Log* does

not list any vehicle pullouts, a field review noted many such locations, which are listed in Table 8.

**TABLE 8
VEHICLE PULLOUTS ¹⁴**

Approximate Location (MP)	Inc./Dec. Direction	Notes
29.1	Inc	unpaved
29.4	Inc	unpaved
32.6	Dec	unpaved
33.8	Inc	unpaved
34.2 to 34.4	Inc	paved
34.6	Dec	unpaved
35.8	Inc	unpaved
36.6	Inc	unpaved
36.9	Inc	unpaved
37.1	Inc	Weyerhaeuser access pullout - ≈13 m wide
37.8 to 38.1	Inc	paved
38.2 to 38.3	Inc	unpaved "loop"
38.3 to 38.4	Inc	widened shoulder - 2.4 m
40.4 to 40.6	Inc	large pullout with chemical toilets
41.8	Inc/Dec	picnic area both sides of highway
42.2 to 42.3	Inc	paved ≈15 m wide
47.1	Inc	unpaved

SPEED LIMITS

This portion of SR 410 functions mostly as a long-distance inter-regional route, and thus has a fairly high posted speed limit of 55 mph (90 km/h). There is a short section (1.87 km) of the highway through the community of Greenwater where the posted speed drops to 35 mph (55 km/h). At the entrance to the Mt. Baker/Snoqualmie National Forest (the start of the section of SR 410 called the "Mather Memorial Parkway"), the speed limit lowers slightly from 55 mph to 50 mph (80 km/h). Table 9 lists the speed limit zones for SR 410 in the study area.

**TABLE 9
SPEED LIMITS ¹⁵**

Section	Legal Speed	Jurisdiction
29.72 to 42.14	55 mph (90 km/h)	King County
42.14 to 42.77	35 mph (55 km/h)	King, Pierce Co.
42.77 to 47.69	55 mph (90 km/h)	Pierce County

CLEAR ZONES

A "clear zone" is defined as "the total roadside border area, starting at the edge of traveled way, available for safe use by an errant vehicle"¹⁶. Its width is dependent upon traffic volumes, speeds, and the roadside geometry. The clear zone area may consist of a *shoulder*, a *recoverable slope* (a slope on which the driver of an errant vehicle could theoretically guide

the vehicle back onto the roadway), *nonrecoverable slope* (a slope on which the driver of an errant vehicle probably could not guide the vehicle), or a *clear run-out area*. Where it is not possible to remove a hazard from inside the calculated clear zone, the situation may be mitigated by the installation of a barrier in the form of guardrail, concrete barrier, or earth berm.

Adequate clear zones are maintained through most of the study area, and in many other areas, guardrail or barrier is placed around hazards in lieu of a clear zone. There remain, however, several locations along the roadway which require some form of protection against objects in the clear zone or steep slopes. Table 10 lists these locations, the problem found at the location, and a possible solution.

**TABLE 10
CLEAR ZONE PROBLEMS¹⁷**

Location	Problem	Solution
31.6	large boulder 4.7 m Rt	remove
32.0 - 33.6	numerous trees Lt	guardrail
32.5 - 33.5	jagged rock cut 4.0 m Lt	concrete barrier
32.8 - 33.6	steep slope/trees Rt	guardrail
33.8 - 34.3	steep slope/trees Rt	guardrail
34.9 - 35.0	steep slope/trees Rt	guardrail
35.1 - 35.3	steep slope/trees Rt	guardrail
41.6 - 41.7	quarry spill levee 2.6 m Rt	concrete barrier

MAINTENANCE-IDENTIFIED PROBLEMS

Maintenance personnel compiled a list of problems and proposed improvements within the study area. Table 11 catalogues them.

**TABLE 11
MAINTENANCE-IDENTIFIED PROBLEMS**

Location	Problem/Comments/Solutions
MP 30.3 vicinity	"Scatter Creek" flat. High winds often cause trees to fall onto SR 410. The only solution would be to remove at-risk trees within right-of-way.
MP 30.3	Junction with Weyerhaeuser Grass Mountain Road. These approaches should be paved to limit gravel tracking onto highway.
MP 30.9-31.0	Wide spots used by law enforcement. When accelerating onto highway patrol vehicles tend to track gravel onto road and cause pavement deterioration at edge of shoulder.
MP 32.1	Weyerhaeuser access to mainline. This approach should be paved to reduce gravel tracking onto SR 410.
MP 33	Wide spot used as chain-up area is also used for illegal dumping. Posting a "dumping prohibited" sign with a fine statement might help to reduce this practice.
MP 35	Dip in road due to sinkhole caused by January 1996 flooding. Road has been patched by Maintenance, but permanent repair needs to be made.
MP 35.2	Fault in road caused by January 1996 flooding.

Location	Problem/Comments/Solutions
MP 35.9	Clay Creek vicinity. WB shoulder has sharp drop-off. An errant vehicle at this location could impact box culvert wing wall. This location was also impacted by the January 1996 flooding and the underside of the box culvert outfall has been seriously undermined.
MP 37	Weyerhaeuser access to SR 410. Pave approach to limit gravel tracking onto highway.
MP 37.4-37.5	This location floods during high water levels. Adding a cross-culvert in the vicinity might mitigate this problem.
MP 38.3	Inside Federation Forest. During heavy snowfalls, trees fall over roadway, sometimes closing the highway for hours at a time. Cutting trees back from road would be the ideal solution, but since this is forestry land, the Department of Forestry strongly discourages this practice.
MP 38.5	Twin Creeks bridges. The "sidewalks" should be removed or brought to grade with the current paving. The "obstruction" signs could then be removed from the fog line, giving a full 1.2 meter shoulder width approaching and across the bridges. (Right now there remains a 25 mm differential between the paving and the top of the sidewalks.)
MP 41.6	This location floods during high water levels, and road washed out last year. A low-cost solution would be to add a cross-culvert in the vicinity, but a more effective long-term solution would be to raise the grade of the road 0.6 meters. Adding barbs in river to deflect water from the bank would address ongoing erosion problems during periods of heavy flow.
MP 41.8	Federation Forest picnic area. Pave approaches to reduce tracking of debris onto SR 410.
General	State Patrol asks to replace "no passing" signs that were removed in the last paving contracts. Winter snow obliterates the pavement markings and signs would be helpful.
General	Add or replace flexible guideposts at curves. Assure that they are far enough off the paved shoulder that snowplows will not disturb them.

STATE HIGHWAY SYSTEM PLAN/FUTURE DIRECTIONS

The Washington State Transportation Commission, through the efforts of WSDOT, is meeting the future challenges facing the state's transportation systems by developing the *Washington Transportation Plan (WTP) 1997-2016*. This plan addresses the state-owned transportation facilities including state-owned airports, the Washington State Ferry system, and of course, state highways. The WTP also addresses non-state owned facilities which are vital to the entire transport system. Such facilities include transit agencies, freight and passenger rail, and port authorities.

The state-owned component of the WTP is commonly referred to as the *State Highway System Plan*, a document that is updated every two years. New service objectives are added or modified as conditions warrant. Conversely, when service objectives are met, existing programs may be reduced or eliminated. The System Plan encompasses four main categories:

- **Maintenance:** Maintain state highways on a daily basis to ensure safe, reliable, and enjoyable movement of people and goods. Examples of maintenance would be roadside cleanup, mowing, and repair of guardrail.

- Preservation: Preserve the highway infrastructure in a cost-effective manner to protect the public investment. Examples of preservation are overlays, drainage improvements, and earthquake retrofitting of bridges.
- Traffic Operations: Operate the highway system safely and efficiently. Examples of this would be the installation of signals at selected locations, revising channelization on the existing pavement, and adding, modifying, or deleting signs.
- Improvements: The program comprises all “upgrades” which will make the highway work better. Within the umbrella of “improvements” are four categories. They are:
 - Mobility - Improve mobility within congested corridors. Such measures include widening, HOV lanes, and ramp metering.
 - Highway Safety - Provide the safest possible highways within available resources. Examples include installing guardrail, creating a barrier-separated roadway, and removing dangerous curves.
 - Economic Initiatives - Support efficient and reliable freight and goods movement, as well as facilitate the development of tourism. This subprogram would also include improvements to make Washington State more competitive for national and international trade.
 - Environmental Retrofit - Reduce existing environmental deficiencies related to previous highway construction. Examples include construction of fish weirs at culverts, restoration of the highway roadside vegetation, and sound walls.

Given the historically low volumes on this portion of SR 410, it is unlikely that any significant widening of this highway will take place in the next 20 years, and no plans for widening appear in the *System Plan 1997-2016*. Any improvements made would probably take the form of installing additional turn channelization at selected high-volume locations, such as Mud Mountain Dam Road, and enhancing the access control in the Greenwater community through the use of “K” curb and driveway consolidation.

The *State Highway System Plan 1997-2016* does contain several other strategies to improve SR 410.

Safety improvements would include removing or protecting exposed hazards which lie within the clear zone (see Table 10), and enhanced avalanche control with avalanche fencing in selected locations. See also the “Maintenance” section for more recommended improvements. Specifically, the 1996 *State Highway System Plan* recommends installing guardrail between MP 33.11 and 33.26. Also recommended is widening the shoulders to at least 1.2 meters between MP 28.61 and 29.53¹⁸. This would provide adequate lateral width for bicycles. A field survey in May 1997 also noted that the shoulders at \approx MP 35 and in the Greenwater area (\approx MP 42.75) also need to be widened from 0.9 meters to 1.2 meters.

Economic improvements, in this case targeted toward tourism, would include constructing a complete rest area along SR 410. The proposed System Plan location for this facility is approximately MP 63, outside the study limits.

Implementation of a Corridor Management Plan (CMP) would assure appropriate development of the highway compatible with the roadside and land use along the corridor. Eventually, the portion of SR 410 between Enumclaw and the Mount Baker/Snoqualmie National Forest (MP 47.69) could be developed to the same level as the Mather Memorial Parkway, creating a safer roadway with wider lanes and shoulders, frequent vehicle pullouts, and extensive use of esthetically-pleasing materials. However, this work is not programmed in the current System Plan. The CMP would serve as a framework to set a timetable for implementation of such improvements.

REFERENCES

- ¹ WSDOT still uses reference mileposts for location of features (rather than kilometerposts). See Appendix A for conversion factors.
- ² *WSDOT Design Manual*, p 440-1, June 1989
- ³ *WSDOT Design Manual*, Figure 325-11b, April 1995
- ⁴ *WSDOT Design Manual*, Figure 430-2, August 1995
- ⁵ *Roadside Classification Plan*, 1996, p Log, Page 13
- ⁶ *Washington State Department of Transportation TRIPS database*, May 1997
- ⁷ *State Highways Level of Development Plan*, Appendix B, Table B-2.
- ⁸ *Northwest Region Access Classifications*, 1 November 1994
- ⁹ *Pavement Condition Report, 1997; Washington State Pavement Management System*, 1995
- ¹⁰ *Bridge Condition Report*, 16 August 1996
- ¹¹ *WSDOT NW Region Left Turn Priority List*, 21 July 1997.
- ¹² *1996 State Highway Log*, and field observations, 8 May 1997
- ¹³ *WSDOT Design Manual*, Page 910-4 and 910-5, September 1992
- ¹⁴ Field Survey, May 1997
- ¹⁵ *Washington State Department of Transportation TRIPS database*, May 1997
- ¹⁶ *WSDOT Design Manual*, p 710-1.
- ¹⁷ Field survey, May 1997
- ¹⁸ *WSDOT State Highway System Plan 1997-2016*, p S1.9, March 1996

APPENDIX A: SI to Imperial Table

This report was prepared using the SI, or "metric" system of measurement. Washington State still uses reference *mileposts* for locational purposes, but apart from this, no Imperial units appear in the body of the text. However, we provide the following conversions to the Imperial system. While the factors shown below are correct, *any conversions will be approximate, and are provided solely for comparative purposes.*

- 1 mm = 0.001 meter or $\approx \frac{1}{100}$ inch
- 1 meter = 3.28 feet or ≈ 39 inches
- 1 kilometer = 1000 m = 0.62 miles or ≈ 0.6 miles
- 1 mile = 1.61 km or ≈ 1.6 km
- 1 hectare = 10 000 m² = 2.47 acres or ≈ 2.5 acres