



CHINOOK SCENIC BYWAY ALL-AMERICAN ROAD

Corridor Management Plan

CHINOOK SCENIC BYWAY
2016







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Corridor Management Plan

CHINOOK SCENIC BYWAY, a 501c3 organization dedicated to the preservation and enhancement of the Chinook Scenic Byway between Enumclaw and Naches, Washington

2016



www.ChinookScenicByway.com



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**PLANNING CONTEXT AND
ORGANIZATIONAL SCENARIOS**

CHINOOK SCENIC BYWAY CORRIDOR MANAGEMENT PLAN





SETTING THE STAGE FOR THE CORRIDOR MANAGEMENT PLAN

The Corridor Management Plan is an opportunity to focus the efforts of the byway group and consider opportunities to maintain and improve the byway as a visitor destination. At the same time, the availability of funding for scenic byways through transportation programs has decreased substantially. Working to effectively support the byway will require different strategies going forward than those that have worked in the past.

This section of the plan begins with a description of the context for the development of the Corridor Management Plan, including some of the changes in funding and support for the byway movement. This section also includes brief discussions of the byway group participants, and their operating environments.

Following the discussion of the planning context, there is an overview of current conditions and potential future issues for the byway, described in the familiar structure of strengths, weaknesses, opportunities, and challenges. Building from these are a series of potential focus area themes that are opportunities for the byway group to consider as program areas. Finally, this section discusses some potential scenarios to clarify the group's purpose and structure. Although not presented as a project, these decisions about the byway group's role and structure are foundational to successfully continuing as a byway.

THE PLANNING CONTEXT FOR THE CORRIDOR MANAGEMENT PLAN UPDATE

The Chinook Scenic Byway is a great roadway. A landmark in historic road design and early national park planning, as well as one of the first designated All-American Roads in the National Scenic Byways Program, the Chinook is an exceptional travel experience. A recreational drive along the byway is recognized as an iconic Pacific Northwest trip in itself, and the byway offers access to some of the most spectacular camping and backcountry recreation in the region.

The byway group associated with planning and coordinating the byway also has a strong history of consistent participation and engagement. Accomplishments have included the development of the initial Corridor Management Plan, design and upkeep of the byway website, restoring a partial view corridor at the Mount Rainier Viewpoint, and production of the first Chinook Scenic Byway brochure/map. The byway group has also played an important role in encouraging regular communication between a complex stakeholder group along the byway, and helping to focus attention on coordinated delivery of a positive visitor experience.

For the majority of the time the byway has been an active organization there have been built-in structural advantages to maintaining an active byway group:

- The National Scenic Byways program provided dedicated grant funding, technical assistance, and marketing for byways at the federal level.





- WSDOT maintained an active scenic byways program that provided a link to the national program, and also supported planning and capital project development for byways in the state.
- The Washington State Tourism Office partnered with byways to provide marketing support and technical assistance.

Over the past several years the situation has changed drastically, and none of those resources are currently available. At the same time, the core rationale for forming and maintaining byway groups is still relevant: in a setting of overlapping agency and jurisdictional responsibilities, there is value in a collaborative group focused on the quality of the visitor experience. The challenge is to identify where byway groups can provide the most value, and how to find the resources to implement byway priorities.

Along with the specific project opportunities described in the plan, there is also an opportunity to clarify the byway group's role, purpose, and composition. The byway group needs to function differently to adapt to a new context for byway activities.

BACKGROUND

The Mather partnership, the original CMP, and establishment of the byway group

The Mather Memorial Parkway segment of the byway has a rich historical story as a landmark in National Park design and planning. It remains a spectacular road, with a small footprint, big views, and thoughtful design that orchestrates the presentation of an exceptional landscape to the traveler.

The redesign of the Mather, completed during a

period of enthusiasm for context-sensitive transportation design, was an extraordinary investment both in the roadway and in new visitor facilities. The project upgraded roadside amenities in both of the National Forest segments of the road, providing many improved campgrounds, viewpoints, and interpretive sites. Completion of that project required an extensive partnership between the two National Forests, Mount Rainier NP, the FHWA Western Federal Lands division, and WSDOT.

The original CMP for the Chinook, which focused on the section of the highway between Enumclaw and the west end of the Mather, built on the momentum created by the Mather project, extending the byway to the east and west to its two major gateway communities.

The Chinook planning project was supported by the WSDOT scenic byways office, and the CMP process allowed for the development of an expanded stakeholder group, with a diverse makeup of interested public-sector and private-sector participants. That group has largely stayed in touch with the byway as both the core of the byway group and its set of extended stakeholders.

WHAT'S CHANGED

Since the completion of the original Corridor Management Plan for the Chinook, the funding and partnership landscape has changed drastically. At that time there was robust state and federal support for scenic byways. At the federal level, FHWA managed a dedicated scenic byway grant program, supported local byway groups, and developed national marketing programs around the byway collection. At the state level, several agencies (primarily WSDOT, Tourism, and Fish and Wildlife) actively promoted scenic byways as a tool for rural economic development and resource conservation.





MOUNT RAINIER NATIONAL PARK



Since that time, the Scenic Byways discretionary grant has been discontinued, the federal scenic byways program has been drastically reduced, and state government has also reduced its focus and resources for supporting byways and tourism in general. In 2011 Washington State closed the Washington State Tourism Division, becoming the only state not supporting a publicly-funded statewide tourism marketing program.

Some functions that were previously supported by federal and state agencies have been replaced by NGOs that provide resources for byways. At the national level, the National Scenic Byway Foundation has replaced some of the coordination and technical support function previously supported by FHWA. At the state level, the Washington Tourism Alliance, and ScenicWA (a private business that is an offshoot of Visitor Guide Publications) are supporting the state's scenic byways as tourism destinations. VisitRainier, a marketing program focused on the Mount Rainier region and primarily funded by the Pierce County lodging tax, has filled an important niche for tourism promotion around the mountain.

CAPITAL FUNDING

In the past, byway stakeholders were successful in securing funding for several projects through the National Scenic Byways program. Total funding for National Scenic Byways grants for the corridor totaled over \$1.76 million in the first decade of the byway.

1997	Chinook Byways (Rt-410): Corridor Management Plan	SB-1997-WA-01	\$80,000
2000	Implementation of Corridor Management Plan/Marketing Program	SB-2000-WA-01	\$68,800
2000	Tipsoo Lake Restrooms and Picnic Area	SB-2000-WA-02	\$157,200
2003	Byway Interpretive Center Design at Federation Forest	SB-2003-WA-50	\$80,000
2004	SR 410 Welcome Center - Chinook Scenic Byway	SB-2004-WA-51	\$1,277,419
2006	Chinook Scenic Byway-Naches Depot and Trail Project	SB-2006-WA-03	\$100,000

The lion's share of that funding was for the Enumclaw Welcome Center project, which illustrated both the power of the idea of local-federal partnerships, and the difficulty of their implementation.

One of the great benefits of the byway as an organization was the ability in earlier funding environments to attract new resources to the corridor through federal funding programs. However, as discussed above, the National Scenic Byways Grants program is gone, congressional earmarking has been severely limited, and another source of potential funds for byways projects, the Transportation





Enhancements Program, has been modified in ways that make it more difficult for byway projects to compete for funds.

Some federal funding is potentially still available for byway-related capital projects. In the 2015 federal transportation funding bill (FAST act), byway-type projects are eligible for Transportation Alternatives funding under the locally administered Surface Transportation Block Grant program. Federal lands management agencies may also compete for funding that may be used for roadways that provide access to federal lands for recreation.

BYWAY PARTNERS—KEY BYWAY STAKEHOLDERS

The Chinook has a diverse stakeholder group, including federal and state agencies, local communities, private businesses, and dedicated user groups. Historically, maintaining coordination and communication between the byway partners has been one of the primary activities and benefits of the byway group. Collaboration between the partners also characterized each of the major completed projects that has been implemented using byway grant funds.

Byway projects have typically relied heavily on public sector partners – including the corridor’s land management agencies and local jurisdictions – for resources and support for implementation. And, of course, the primary work for day-to-day management of the landscape setting and visitor facilities along the byway is supported by the base budgets of the land management agencies and WSDOT.

Each of the public lands management agencies (including WSDOT) are challenged with flat or reduced funding for either capital projects, maintenance and operations, or both. In addition to an overall downward funding trend, unpredictability of future funding also inhibits potential commitments for partnership projects.

State Agencies

At the state level, Washington State Parks is seeing some recovery from the very drastic cuts from several years ago, although funding levels are unlikely to return to pre-2008 levels in the near future. As mentioned above, the Washington State Tourism office was entirely written out of the budget during the most recent economic downturn. Washington State Department of Fish and Wildlife has de-emphasized their wildlife tourism program.

Federal Agencies

At the federal level, both the NPS and USFS have experienced flat or declining budgets as a result of federal fiscal priorities and the sequester. The USFS has seen a continued drop in funding support for recreation, and future reductions in access to recreation via forest roads is a concern. Both the Mount Baker-Snoqualmie and Okanogan-Wenatchee have either completed or are in the process of completing sustainable roads planning which will likely result in road closures over time as the agency works to bring its inventory of managed road miles into alignment with the budget available for maintenance and resource protection. Mount Rainier National Park has seen a slow erosion in the spending power of their annual budget, as operations funding has generally lagged behind rising costs. Funding for both the NPS and USFS has also been impacted by the recently mandated across-the-board cuts associated with the automatic sequester that has been affecting nearly all federal spending since 2013.

The U.S. Forest Service and National Park Service both receive some funding from the Federal





Lands Recreation Enhancement Act, which provides legal basis for fee-based access and use of developed recreation sites. The Act expired in 2015 after a one-year extension from 2014. It's likely that revised legislation will clarify what developed amenities would be necessary to allow a site to be designated as a fee location.

Tribes

The Muckleshoot Tribe has occasionally been involved with byway activities, but generally has chosen not to actively participate in the byway. As a new major landowner in the corridor, there could be strong value in participation by the Tribe in the byway if they are interested. The Yakama Nation has strong ties to the east side of the byway, however they generally have not been involved in byway activities. As with the Muckleshoot, there would be value to the byway with increased participation by the Yakama if they are interested.

Federal and state land management agencies have established working relationships with both the Muckleshoot and Yakama, and coordinate with them regularly on areas of shared interest. Both tribes are likely to be interested in projects that include interpretation, access, natural resources, or vegetation management components.

Although neither tribe has been an active participant in the byway, they both retain strong interests in the landscape and resources of the byway that extend well beyond direct ownership of lands in the corridor. Both tribes have treaty rights that extend into the corridor, and there are a variety of state and federal protections for cultural resources along the byway. Beyond formal rights in the byway corridor,

native peoples from both eastern and western sides of the state have foundational cultural connections to the landscape of the byway. Places and stories from the byway are critically important in maintaining cultural continuity for tribes. Projects along the byway should include outreach to tribes early in the process. Depending on the scope of the project, whether it affects federal lands, and who the primary players are, there will also likely need to be formal coordination with one or more tribes for any major projects implemented in the corridor.

Crystal Mountain Resort

As a major destination anchor in the corridor, Crystal plays an important role in the byway, and has been an active participant in the byway group. As summer operations expand Crystal will become a more and more important traveler resource for the byway.

Local communities

The byway's local communities—Enumclaw and Greenwater on the west; Pinecliff, Cliffdell, Naches and potentially Tieton, Cowiche and Yakima to the East—are generally supportive of the byway, however they have been inconsistent in their participation. Other potential partners who could represent opportunities for more active engagement are the White Pass Scenic Byway, Yakima Valley Tourism, and VisitRainier.



STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

This approach to summarizing issues and opportunities is a useful snapshot of the current status for the byway and opportunities or areas of concern for the future. It is not intended to be comprehensive, but it is intended to be a balanced summary of where the byway is currently, and to anticipate a range of possibilities for future actions.

STRENGTHS • The byway is surrounded by a spectacular landscape and diverse recreation opportunities. • The majority of the byway is in public ownership, with agency commitment to maintaining the integrity of the exceptional landscapes that form the byway's setting, and access to the byway's recreation opportunities. • Sunrise & White River provide anchors for summer recreation traffic. • Federation Forest State Park provides an exceptional gateway experience for the byway, combining old growth ecosystems and heritage resources. • Bumping Lake and other nearby camping areas on the east side provide a summer anchor area, with diverse camping and recreation options. • Crystal Mountain Resort is an established winter anchor, and a growing summer destination. • Exceptionally diverse recreation opportunities—motorized, non-motorized, equestrian, frontcountry, backcountry, land, snow, and water. • The number and diversity of developed recreation sites on the east side of the pass, including Bumping Lake facilities. • All-American Road status raises profile of byway, especially for out of state and international travelers.	WEAKNESSES • For two of the major agency participants in the byway—Mount Rainier NP and the Mount Baker Snoqualmie NF—the byway competes with much higher-demand destinations for resources. • Pass closures affect visitation patterns. • There are challenges to demonstrate contribution of byway travel to major gateway communities (Enumclaw and Naches/Yakima)—tourism and marketing focus for these communities generally are not aligned towards byway recreation and Mount Rainier NP as a destination. • There is a lack of lodging diversity in corridor. • Length and layout of byway versus destination demands and travel patterns (SR 123 offers more park access from the West, Seattle-Yakima loops long, 410,12,123 loop a long day). • Complex fee structures for fee sites operated by different agencies are confusing and inconvenient for travelers—especially infrequent visitors. • King and Yakima Counties traditionally have not allocated lodging tax funds towards Mount Rainier-related tourism.
THREATS • Potential reduction in recreation access, especially for National Forest roads. • Climate change may have unpredictable effects on the corridor landscape and recreational infrastructure. • Potential reduction in access for private timberlands on the west end of the byway. • Sites that were redeveloped as part of the Mather Memorial Parkway project are aging, and are likely to require major maintenance. Because they were developed at the same time, maintenance costs may hit in a relatively short time window. • Funding for many of the agency partners in the byway is stable or declining, rather than increasing. Resources for byway-related projects and ongoing maintenance/operations of recreation sites along the byway may see continued declines, which typically lead to difficult choices for spending priorities.	OPPORTUNITIES • Recreation site capacity—many of the motorized and non-motorized recreation sites in the corridor have available capacity for higher use. • Growing agritourism/culinary tourism in Naches and Yakima—as Yakima (and to smaller extent the Naches area) grow into mature wine, beer, spirits & food tourism destinations. Although not as well developed, west side communities may also have future opportunities for agritourism. • Improved summer activities at Crystal Mountain are diversifying the recreation opportunities in the corridor. • Gen X and Gen Y recreation preferences should maintain future interest in the corridor as a recreation destination, although some recreation preferences and patterns are changing. • Climate change could lead to longer snow-free seasons for recreation. • There will likely be infrastructure investments for the Park in the next decade.



BYWAY FOCUS OPPORTUNITIES

Given the planning context—the combination of landscape setting, built facilities, and stakeholder conditions—there are distinct opportunities where a byway group can contribute to effective change. Going forward, reduced access to transportation-based capital funding suggests a potential shift in byway group priorities to emphasize a combination of networking and ongoing program activities along with periodic capital projects.

As a starting point, there are six different emphasis areas described below that could be considered organizing programs for the byway group. They are generally consistent with previous byway goals, although there are differences in emphasis and anticipated activities. There are certainly other emphasis areas that could be considered, and it is likely that the group does not have the capacity to effectively take on as many as six program areas. These should be considered a starting point for discussion. Each of the emphasis areas could be considered the answer to the question—how does the byway organization improve the byway experience for visitors?

1. IMPROVING COORDINATION BETWEEN BYWAY STAKEHOLDERS

This emphasis area is an extension of one of the current core functions of the byway organization. Given the complexity of the stakeholder interests in the byway, coordination is intended to improve consistent delivery of visitor services, and maintain open communication between agencies, user groups, and gateway communities. The byway provides a forum for each stakeholder to identify their goals for the byway, needs for coordination, and strategies to meet those needs. The function of the byway group is to serve primarily as a convener, providing the forum to identify the shared priorities of byway stakeholders and opportunities for individual stakeholders at the table to collaborate where there would be benefit.

- Deliver consistent byway information and services for travelers.
- Implement byway design guidelines for capital or major maintenance projects.
- Review plans for projects to be implemented by individual agencies.
- Review and comment on agency planning activities to emphasize byway goals and interests.





2. MAINTAINING AND IMPROVING BYWAY RECREATION

Recreation is the primary driver of visitation to the byway, and the heart of the visitor experience. The corridor supports exceptional opportunities for hiking, skiing, snowmobiling, off-roading, camping, fishing, hunting, bicycling, trail running, snowshoeing, wildlife watching—and many others. At the same time, land managers are challenged to maintain access to recreation sites in the context of shrinking funding. Budget and administrative challenges can also make it difficult to adapt to emerging recreation trends—for example the growth of mountain biking and trail running—when budgets are already stretched to maintain existing facilities.

- Maintain and, if possible, expand recreational access to the exceptional landscapes surrounding the byway.
- Engage with land management agencies to develop strategies that limit impacts to overused sites.
- Advocate for resources to maintain a sustainable secondary road system connected to the byway.
- Maintain communications with corridor recreation groups—eg Back Country Horsemen, Washington Trails Association, Enumclaw Forested Foothills Recreation Association, Mountain Bike Alliance, Cowiche Canyon Conservancy and others,
- Select and facilitate completion of volunteer-based projects along the byway, potentially partnering with other recreation advocacy groups, the Boy Scouts, or community-based service groups.

3. PROMOTING TOURISM-BASED ECONOMIC DEVELOPMENT

Tourism is an important aspect of a byway's contribution to local communities and small businesses. The Chinook Byway has generally focused on improving the visitor experience as a primary goal, recognizing that providing an exceptional visitor experience will maintain visits to the byway and the corollary spending that comes with them.

Tourism spending supports individual businesses in byway communities, and also enhances quality of life for community residents by supporting a more diverse set of service businesses than would be viable without income from travelers. In addition to lodging providers, many restaurants, retail stores, gas stations, and even convenience groceries would not survive without travel spending. Healthy private sector service-oriented businesses also provide benefits for public lands managers. Many visitor services that are provided in gateway communities—food sales, lodging, fuel sales, souvenirs, and others—meet visitor needs that otherwise might need to be accommodated on public lands.

As an emphasis area, a tourism economic development focus would support active marketing and tourism development in the corridor, separate from activities such as providing non-commercial travel information, which are covered elsewhere.

- Continue the partnership with Visit Rainier, and assist in improving Visit Rainier's information offerings by providing enhanced tourism information for the Chinook Corridor.





- Facilitate business-to-business connections between byway communities.
- Explore improving business listings on the byway website, potentially using a partial pay-to-play system.
- Maintain and strengthen byway relationships with Enumclaw and Yakima Chambers of Commerce.

4. ADAPTING TO CLIMATE CHANGE

The landscape and recreation activities along the Chinook are especially climate-dependent, and may experience significant change as the Pacific Northwest gradually warms.

Snow-dependent activities, primarily skiing/snowboarding and snowmobiling, may have a reduced season and more limited geographic opportunities. Facilities to serve these activities, including the capital facilities at Crystal and Sno-Parks/trailheads, will likely need to adapt to providing higher-elevation access.

Mount Rainier NP faces significant threats to infrastructure, primarily due to increased runoff and increased volatility in stream and river flows. Climate scientists predict an increase in significant flood events like the winter of 2007 which damaged sections of the road leading to Paradise, portions of the campground at Ohanapecosh, and trails throughout the park. Critically, the storm also threatened park communications systems which are based in Longmire.

On the byway side of the park, facilities adjacent to the White River are especially vulnerable to flood damage. Long-term, sections of the roadway and other visitor facilities may need to be permanently relocated to maintain access to Sunrise. Infrastructure adaptation in the park is complicated by Wilderness designations that currently limit development outside of areas with existing facilities.

While winter recreation may change, the summer recreation season is likely to expand, potentially extending the season that the byway is open over Chinook Pass. There will likely be more recreation days for summer-season activities including hiking, mountain biking, and recreational driving. The impacts to hunting and fishing, which are heavily dependent on habitat quality, are difficult to predict.





Develop strategies to make the Chinook a (relatively) low-carbon corridor and adapt to climate change:

- Promote installation of electric vehicle charging stations for Enumclaw, Crystal Mountain, and Naches
- Continue to monitor opportunities to develop a shuttle service between Crystal Mountain and Sunrise
- Promote multi-day trips to the corridor (reduced greenhouse gas impacts/visitor day)
- Promote 4-stroke vs. 2-stroke engines for corridor ATV use (better fuel economy for climate change, reduced emissions of CO/other gases that affect near-surface air quality)
- Promote groups working to advocate for climate action that are supporting climate change responses consistent with corridor focus. Crystal Mountain participates in Ski Green and Sustainable Slopes. There may be other opportunities to show climate leadership through enhanced public awareness campaigns for visitors and connection with programs like Protect Our Winters.
- Identify opportunities for collaboration between land management agencies and between agency/non-agency stakeholders to implement climate-change adaptation projects.
- Support Crystal Mountain's ongoing work to increase warm season activities and revenue.
- Prepare to partner for visitor services in during unexpected "shoulder seasons" that may be created by earlier openings and later closings of Mount Rainier.

5. IMPROVING VISITOR INFORMATION AND EDUCATION

Visitor information is critical to a positive visitor experience, especially for new or infrequent visitors to the corridor. Similarly, visitor education (including resource interpretation) enriches the travel experience and creates stronger connections between visitors and the landscape. Visitor information is typically a low-cost/high-benefit activity that can dramatically improve the visitor experience with relatively low investment. Overall, there are strong opportunities to improve the quality and availability of traveler information, both on the internet and along the corridor.

Visitor information would focus on maintaining attractive and accurate wayfinding/itinerary building tools for travelers, and complementing regular agency channels for distributing information about conditions along the byway.

The interpretive waysides in the corridor are extensive and feature a wide range of topics. However, since the time the majority of the interpretive signs along the route were developed during the Mather reconstruction there has been a sea change in the way that information is delivered and processed. There will be a need for corridor-wide coordination along two tracks: implementing "whatever comes next" for flexible digital delivery of interpretive information, and reimagining the role and content of fixed displays along the byway.

- Develop and maintain improved visitor information displays at key locations throughout the byway.
- Develop consistent map displays for use along the byway, and graphic design





resources to customize mapping for local use while maintaining a coordinated standard.

- Develop and maintain relationships with local visitor centers and visitor-oriented retail/services businesses for distribution of visitor information.

6. MAINTAINING SCENIC, NATURAL AND CULTURAL RESOURCES

The core public lands surrounding the Chinook are generally well-protected, with adequate resources to maintain their scenic and natural character. Outside of the corridor's public lands there is more diversity in both land use and scenic character. There may be opportunities to influence management decisions on these lands to improve their visual character. There is also interest in reducing wildlife strikes along the byway on both the east and west sides of the pass.

In some locations throughout the country regulatory approaches to scenic conservation has been successful, however these are rare. In the rural west, land use regulation for scenic conservation is generally not supported by elected officials. Strategies that have had more success include collaboration with landowners, education, and acquisition of key properties.

Examples of regional organizations that have been successful in voluntary collaborative projects for resource conservation include the Mountains to Sound Greenway, many local land trusts, the Nature Conservancy, and the Cowiche Canyon Conservancy, among others.

Potential activities consistent with this theme could include:

- Engage with Washington Fish and Wildlife at Oak Creek on the east side, and the interagency White River Elk Herd management group on the west side to identify wildlife strike minimization strategies.
- Develop connections with operators of gravel pits on the east and west sides to investigate opportunities for improving the visual quality of pits.
- Develop connections with nearby land trusts, the Nature Conservancy, and Forterra.
- Collaborate with the Muckleshoot Tribe to reduce visual impact of harvest activities in the White River Forest, and improve the visual character of the log storage/processing site near Enumclaw.





MOVING FORWARD—SCENARIOS FOR THE BYWAY GROUP

The role and charter for byway groups has always been ambiguous. Although byway groups were tasked with “managing” a byway, there was very little official guidance for what that role was intended to do, and how the group was intended to do it. Where once byway groups were officially recognized and supported by the scenic byway programs at the state and national levels, that recognition and support has largely evaporated. Ultimately, however, byway groups are defined by what they do, and they generally have broad latitude in their choice of priorities. What they don’t have, and have never really had, is any kind of authority for implementing their programs—byway groups have always needed to develop individual strategies for how they can best influence the outcomes they work for.

With less dedicated capital funding for projects, byway groups will likely need to emphasize lower-cost programs as their primary activities. Byways have a strong opportunity to maintain their effectiveness with roles in coordination, advocacy, and tourism development that rely less on capital funding.

The Chinook group has generally been more engaged when specific projects were in process and needed guidance or decisions from the group for completion. Outside of specific projects, the group has been a valuable setting for sharing information between byway stakeholders. A concern for the future is that limited capital funding will result in fewer opportunities to complete projects, making it difficult for the group to maintain interest.

As an organization, the byway group needs to answer a few key

questions that could provide some additional focus for ongoing activities and implementation of priority activities described in the plan:

- What unique role does the byway group fill that is not accomplished by other existing organizations?
- What benefits does participation in the byway offer to public sector land management agencies?
- What benefits does participation in the byway offer to byway communities and private businesses?
- What traveler benefits does the byway provide that land management agencies (including WSDOT) wouldn’t provide in the absence of the byway group?

There are good potential answers to each of these questions. However, the byway group needs to evaluate which directions are most appropriate, and how to get the most benefit out of the time and effort available for participation. Based on other, similar groups, there are some models that may be appropriate to consider as a next step for the byway.





POTENTIAL BYWAY GROUP MODELS

Each of the group models sketched out below is a potential direction for the evolution of the Chinook organization. There is likely some need for change from the current organization focus—changes in the challenges facing the byway and the resources available to the byway group require some response to remain effective. In each case, there is an emphasis on focusing the byway group towards ongoing, program-style activities, and clarifying the different roles and expectations for public sector and private sector byway stakeholders.

Some of the different group models may also have a clearer match between the organizational structure and one or more of the focus areas described above.

CONVENER

This is a similar function to the current byway group's role, however a renewed focus on this function could potentially result in a modification of the board structure and clearer guidelines for participation. In this role the group would focus on maintaining information sharing and consistency through the corridor. Participation would include well-defined expectations that agency and non-agency participants would use the group for coordination and information exchange, particularly for issues relevant to the byway travel experience. There would be an expectation that capital projects implementing areas of the plan or design guidelines, visitor information publications, recreation access issues, major roadway or roadside maintenance projects, and similar types of activities would be shared with the group and that there would be opportunities for group review and input.



FRIENDS GROUP

This scenario is also similar to the current focus of the byway group. However, the group would have a stronger focus on supplementing the work done by corridor land management agencies, and recognize a shift in roles where non-agency members are more explicitly responsible for the activities of the byway group, with agency participants involved for coordination and planning. Friends groups typically work in partnership with public agencies to identify where they have overlapping goals and priorities, then work to leverage resources not available to agencies. Activities of the group would continue to include coordination and information sharing, but would also likely include expanded advocacy, volunteer coordination, and fundraising through grants and private/foundation sources.

TOURISM PROMOTION GROUP

Many byway groups are more explicitly focused on tourism promotion. Choosing a similar direction, the byway organization would focus more explicitly on promoting increased visitation and tourism economic development. Activities would likely include stronger partnership with lodging and other traveler services providers, likely extending to Yakima rather than terminating in Naches. Non-agency members of the group would likely play a stronger role, although there would continue to be a broad overlap in interests to provide exceptional visitor experiences and maintain the quality of the public lands setting that are the primary attraction of the byway.



RECREATION-FOCUSED GROUP

The Chinook is a remarkable four-season recreation destination. A potential option for the byway group is to bring corridor-wide user groups together with a focused purpose of maintaining and improving recreation access and resources. In this scenario the membership of the byway would likely shift to include representatives from the major recreational user groups in the corridor, and develop action agendas based on the specific interests of recreational users.

PROJECT FUNDING OPPORTUNITIES

In the past, the National Scenic Byways Discretionary Grant program was a reliable source of funding for the byway. At different times National Scenic Byways grants supported organizational, marketing and planning activities, while more recently the grants had been focused on capital projects. With the retirement of that funding source, byway capital projects will be more challenging to fund. Potential funding sources to consider for future projects include:

STATE RECREATION AND CONSERVATION OFFICE (RCO)

The RCO manages several grant programs that could be appropriate for capital projects to enhance recreational facilities.

LODGING TAX

Lodging Tax from Pierce County and potentially the City of Enumclaw, King County, and Yakima County are appropriate funding sources for tourism-related projects. Lodging Tax funds are more appropriately focused on marketing and other visitor information projects than major capital improvements.

WA STATE DEPARTMENT OF COMMERCE DIRECT GRANTS

This state program through the Department of Commerce Community Capital Facilities program funds a variety of capital projects, either through competitive grants or direct appropriations guided by the legislature.

FHWA TRANSPORTATION ALTERNATIVES GRANT PROGRAM-STATE ADMINISTERED

This program replaces enhancements grants as a source of funding for projects that are often not directly related to highway capacity and safety. For projects on the west side of the pass, Transportation Alternatives funding would be coordinated through the Puget Sound Regional Council. On the east side of the pass, projects for this grant source would be prioritized by the Yakima Valley Conference of Governments, which serves as the RTP for local jurisdictions within Yakima County.

FHWA TRANSPORTATION ALTERNATIVES GRANT PROGRAM-FEDERAL LANDS

Byway-related projects sponsored by Mount Rainier National Park, the Mount Baker Snoqualmie National Forest, or the Okanogan Wenatchee National Forest may be eligible for the FHWA Transportation Alternatives funds available to federal agencies. The agencies collaborate to develop prioritized project lists for the region.







BYWAY INVENTORY

CHINOOK SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

LOOKING AT THE BYWAY, PIECE BY PIECE

A FUNCTIONAL INVENTORY OF THE BYWAY

Byways ultimately are not about roads, or even about exceptional places. Instead, they are about creating the opportunity for exceptional experiences—experiences that are unique to the places the byway traverses, and can only be found when travelers are open to the discoveries possible in the moment.

The inventory for the byway focuses on the resources that contribute to that experience, with an emphasis on the character of the drive and the opportunities for recreation the byway provides access to. The Chinook Scenic Byway is a special place, and already provides the setting to support very high quality travel experiences. The inventory is intended to capture the elements of the byway that might provide insight into maintaining and improving the possibility for travelers to have exceptional byway experiences in the years to come.

One way to look at the byway is to identify segments that share similar characteristics—for example ecosystem type, land management, visitor opportunities, and others. This approach is a useful way to simplify a complex landscape. It also provides a framework for developing the management emphasis along the route.

The byway inventory uses this approach to understand some of the differences along the byway, and the different opportunities that each segment might have for projects or management emphasis. For the byway inventory and for some elements of the byway plan, the road is divided into thirteen segments.

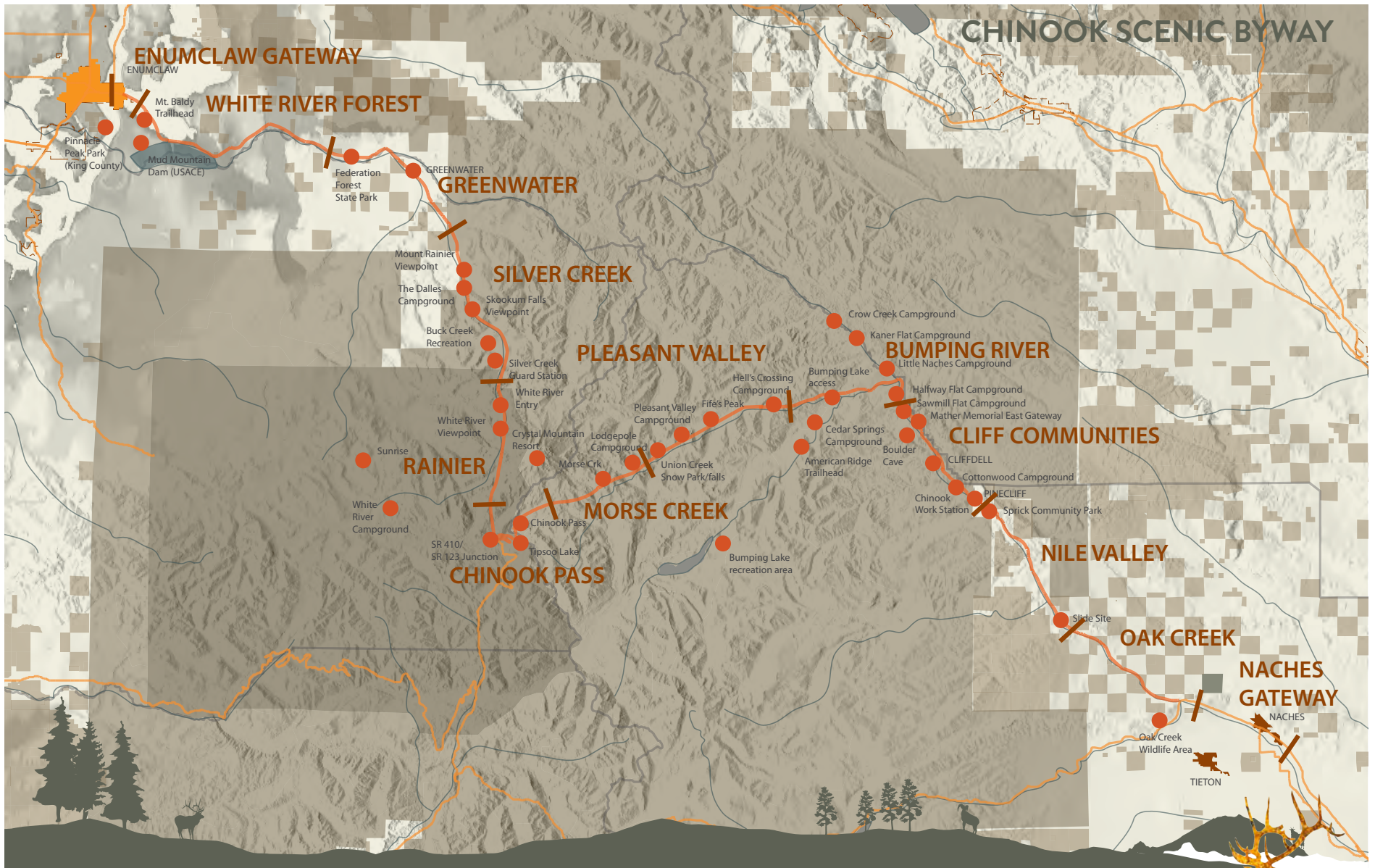
The inventory describes several characteristics of the byway supporting the visitor experience and providing insight into

management direction. For each segment of the byway the inventory documents:

- Ecotype
- Heritage resources
- Recreational access
- Wayfinding needs
- Interpretive sites
- Visitor services

The inventory also describes potential goals and objectives for the segment, based on the unique combination of resources and the primary land managers.





ENUMCLAW GATEWAY

OVERVIEW

Enumclaw is the byway's western gateway, providing options for food, lodging, supplies and services. Enumclaw's historic downtown includes a wide variety of smaller retail and dining businesses, with a walkable main street character. On SR 410 itself, travelers have access to larger stores, gas, and convenience dining.

The Enumclaw Expo Center, site of the former King County fairgrounds, includes a historic field house building and outdoor recreation opportunities.

The USFS and NPS share a storefront directly adjacent to SR 410 providing information and recreation permits for destinations along the byway.

ECOTYPE

Enumclaw is surrounded by low elevation Douglas fir/hemlock forest. However, this area is primarily either urbanized or in pasture for grazing.

HERITAGE

Enumclaw is the historic urban center for timber and agriculture in this section of the byway, as well as being a long-term gateway community to Mount Rainier and the surrounding National Forest.

RECREATIONAL ACCESS

Enumclaw has several city parks, and also is the location for King County's Pinnacle Peak Park, which offers hiking trails and exceptional views of Mount Rainier.

WAYFINDING NEEDS

Enumclaw has a community wayfinding sign program that identifies major visitor destinations, including downtown shopping and dining. There may be additional opportunities to strengthen wayshowing to the byway, and to encourage travelers to visit the downtown retail core. However, that would likely be done using the city's wayfinding standards and system. As the western gateway to the byway, Enumclaw is the likely location for a byway welcome sign somewhere near the Expo Center.

INTERPRETIVE SITES

The Enumclaw library is the setting for a heroic statue of a logger guiding a team of oxen with an accompanying description of the area's timber heritage.

VISITOR SERVICES

Lodging options include two hotels, several bed & breakfasts, and an RV park (located at the Expo Center).

GOALS AND OBJECTIVES FOCUS

Goals for this segment of the byway include providing services and wayfinding for byway travelers in Enumclaw, celebrating the western entry to the byway, and encouraging the economic contribution of byway travelers to the community.

PRIMARY LAND MANAGEMENT PARTNERS

- The City of Enumclaw
- Enumclaw Chamber of Commerce
- Mount Baker Snoqualmie NF
- Mount Rainier NP





WHITE RIVER FOREST

OVERVIEW

The byway winds through forested, rolling hills. Occasional open vistas provide longer views, and a few limited views to Rainier. Forest management is prominent throughout this section of the byway, with recent harvest areas visible along with more mature forest. In some locations harvest opens up views into the surrounding landscape; in others the harvest is directly adjacent to the highway, creating a stark contrast between cleared ground and forest.

A quarry adjacent to the byway is a reminder of the industrial history of this part of the corridor, as is the former Weyerhaeuser log processing area on both sides of the highway. Forest roads provide access to recreation in this section of the corridor with the Mount Baldy trailhead directly adjacent to the highway and other access available throughout.

Mud Mountain Dam is a major recreational facility and heritage interpretive resource in this section of the byway.

ECOTYPE

Low elevation Douglas fir/hemlock forest. Mostly upland, although some riparian areas are visible at a distance.

HERITAGE

The heritage story for this section of the road includes past and present Native American use, timber, and the development/purpose of Mud Mountain Dam.

RECREATIONAL ACCESS

This segment of the byway is an important access for low-elevation, multi-purpose recreational access to the mostly private forestlands in the corridor. The Mount Baldy Trailhead is a recreational access directly adjacent to the highway. The trailhead

is used by equestrians and hikers. Forest roads offer access to higher elevation/more remote trailheads for equestrian, mountain biking, ORV, and snowmobiling.

Mud Mountain Dam includes hiking, equestrian and mountain biking trails.

WAYFINDING NEEDS

- Mud Mountain Dam

INTERPRETIVE SITES

Some interpretive displays associated with Mud Mountain Dam.

VISITOR SERVICES

Restrooms, developed play area and picnicking at Mud Mountain Dam.

GOALS AND OBJECTIVES FOCUS

Potential opportunities for visual quality management in collaboration with land managers. Broad focus on recreation opportunities and access in collaboration with land managers.

PRIMARY LAND MANAGEMENT PARTNERS

- The Muckleshoot Tribe
- US Army Corps of Engineers
- Mount Baker Snoqualmie NF

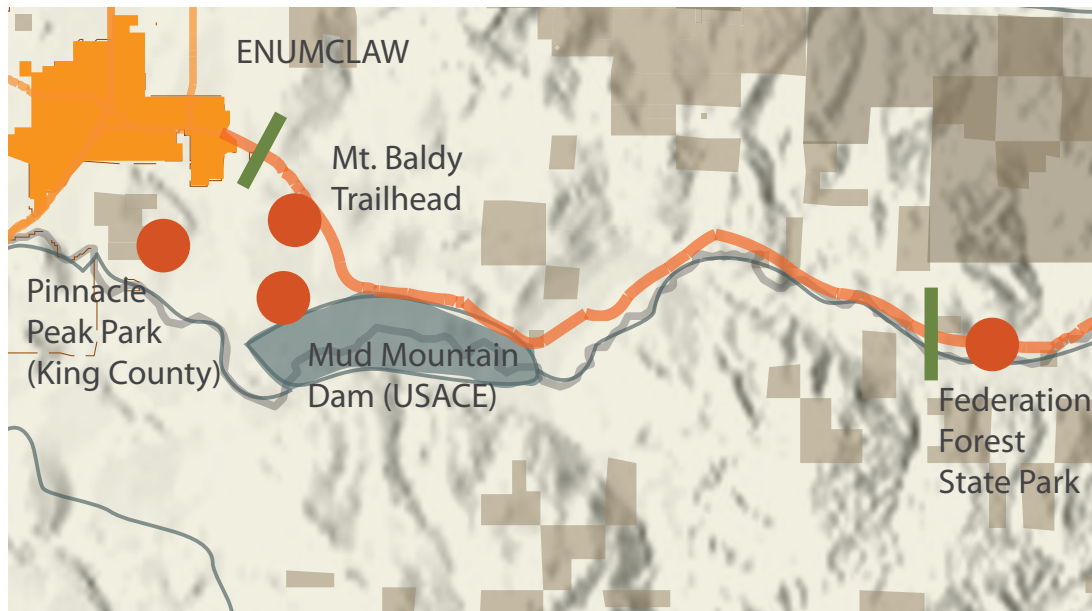




Deciduous forest in the background of a recent timber harvest



Harvest areas open views to the surrounding foothills



Mud Mountain Dam



GREENWATER

OVERVIEW

Approaching Federation Forest State Park, the byway enters mature and old-growth lowland forest. The park is a benchmark visitor destination on the west side of the passes, including both natural and heritage resources for interpretation. Greenwater is the last general commercial center for visitor services before Clifdell on the east side, over 53 miles.

The White River is visible from the highway in several locations in this segment of the byway, and Federation Forest also offers trails with river access.

ECOTYPE

Low elevation Douglas fir/hemlock forest. Federation Forest is an exceptional example of protected lowland old growth forest.

HERITAGE

The heritage story in this section of the corridor includes preserved sections of the Naches Trail inside Federation Forest State Park, the story of Federation Forest itself, and Native American connections to the White River.

RECREATIONAL ACCESS

This segment and its neighboring segment to the east provide access to some of the richest recreational opportunities along the byway. Directly adjacent to the byway, Federation Forest includes over 12 miles of forested hiking trails with river access.

At the eastern end of town the Greenwater River Road (FR 70) and West Fork/Martin Gap Road (FR 74) provide access to mountain bike routes, equestrian trails, and hiking trails. Trailheads accessible from this segment provide access into both the Norse Peak and Clearwater Wildernesses.

In the winter, FR 70 provides access to the Pyramid Creek Sno-Parks and groomed trail system, which connects around the east

side of the Norse Peak Wilderness to Sno-Parks east of Chinook Pass.

WAYFINDING NEEDS

- Federation Forest
- Greenwater opportunity for major corridor wayfinding site
- FR 70 and FR 74

INTERPRETIVE SITES

Federation Forest includes an interpretive center and displays.

VISITOR SERVICES

Restrooms are available at Federation Forest and at private businesses within Greenwater. Dining, groceries, gas, and visitor-oriented retail are available in Greenwater. Several cabin rentals are available in the general area of Greenwater for lodging.

GOALS AND OBJECTIVES FOCUS

Federation Forest is an important byway resource. Enhancements to the park's facilities—including possible destination activities and overnight facilities—and consistent staffing would be a benefit to byway travelers. Greenwater is a key year-round gateway community for the byway. Assuming they would be supported by the market, improved options for visitor services, including additional dining, retail, and possibly lodging, would be a benefit for byway travelers.

There is an opportunity to increase awareness of the backcountry recreational opportunities in this segment, and support byway travelers with improved wayfinding and trip planning information.

PRIMARY LAND MANAGEMENT PARTNERS

- Washington State Parks
- Mount Baker Snoqualmie NF

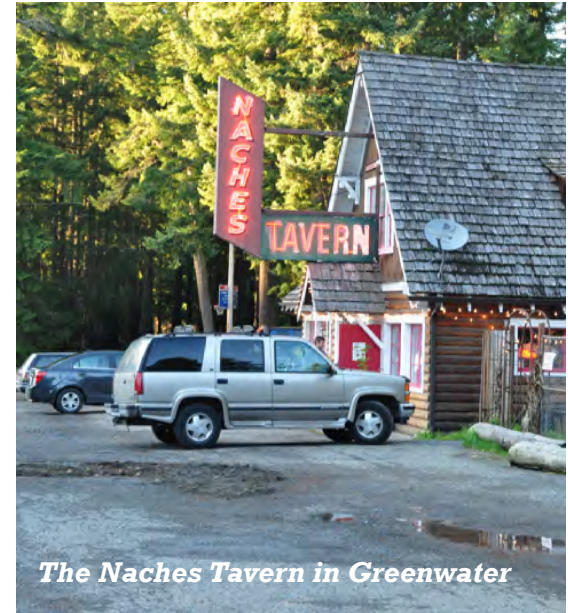




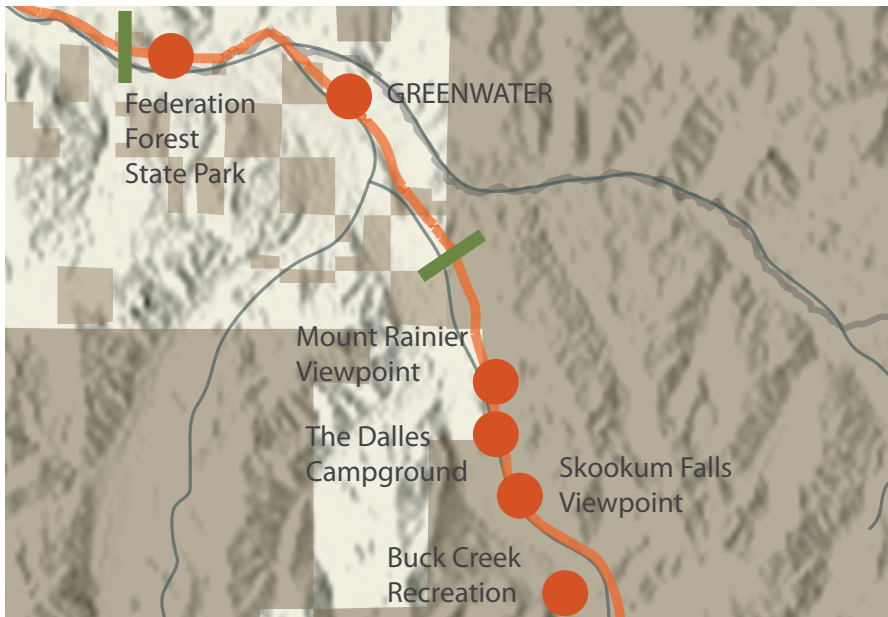
Federation Forest State Park



Wapiti Woolies in Greenwater



The Naches Tavern in Greenwater



Singletrack in the forest near Greenwater

PHOTO: NW MOUNTAIN BIKE ALLIANCE



SILVER CREEK

OVERVIEW

East of Greenwater the byway enters the Mount Baker-Snoqualmie National Forest and the Mather Memorial Parkway. Several roadside visitor facilities—pullouts, waysides, campgrounds, and the Silver Creek Guard Station—provide developed opportunities for interpretation, visitor information, and overnight stays. Forest roads connecting to the highway in this segment provide access to a wide variety of backcountry recreation. Access to Crystal Mountain Resort is near the eastern end of this segment. Crystal Mountain is the most significant winter destination on the west side of the byway, and is also a growing summer destination with a sightseeing gondola, restaurants, lodging, and hiking trails.

ECOTYPE

Low elevation Douglas fir/hemlock forest.

HERITAGE

The Silver Creek Guard Station is an excellent example of early land management history for the Forest Service.

RECREATIONAL ACCESS

Similar to the Greenwater segment of the byway, forest roads provide access to recreational opportunities of great diversity and quality. Low elevation trailheads near the byway provide easy access to Snoquera and Skookum Falls, while Sun Top is a popular viewpoint destination. Trailheads also provide access to the Norse Peak Wilderness and Mount Rainier NP backcountry. The Crystal Mountain road, as well as Crystal Mountain Resort itself, also provide easy access to several backcountry trails. Recreational opportunities include hiking, mountain biking, and both motorized and non-motorized winter recreation.

The Ranger Creek landing strip is used as staging for many organized events in the area, including trail runs and equestrian events. Finally, it's hard to overstate the importance of Crystal Mountain as a winter recreation destination and the primary driver for recreational travel along the byway in the snow season.

WAYFINDING NEEDS

- Forest roads, especially with access to nearby short hikes
- Crystal Mountain road

INTERPRETIVE SITES

This segment includes several interpretive sites associated with the Mather Memorial Parkway. The Mt. Rainier viewpoint site includes a kiosk and interpretive panels; the Skookum Falls wayside includes an interpretive display, and there is a kiosk at Silver Creek Guard Station. During summer, there are interpretive displays and an on-site ranger at the top of the Mount Rainier Gondola at Crystal Mountain.

VISITOR SERVICES

Restrooms are available at Silver Creek Guard Station during the summer. Camping is available at the Dalles, and lodging is available at Alta Crystal Resort, Crystal Mountain, and rental cabins near the byway. The Silver Creek Guard Station provides trip planning and visitor information when open (summer only).

GOALS AND OBJECTIVES FOCUS

There is an opportunity to improve traveler awareness of Crystal Mountain as a summer season destination. Crowding at Sunrise, especially for morning arrivals, is a significant issue for visitor enjoyment and resource management along the byway. Diverting some visitors to Crystal is a component of a visitor management strategy to resolve Sunrise crowding.

Similar to the Greenwater segment, there is an opportunity to increase awareness of backcountry recreational opportunities and support byway travelers with improved wayfinding and trip planning information.

PRIMARY LAND MANAGEMENT PARTNERS

- Mount Baker Snoqualmie NF
- Crystal Mountain Resort

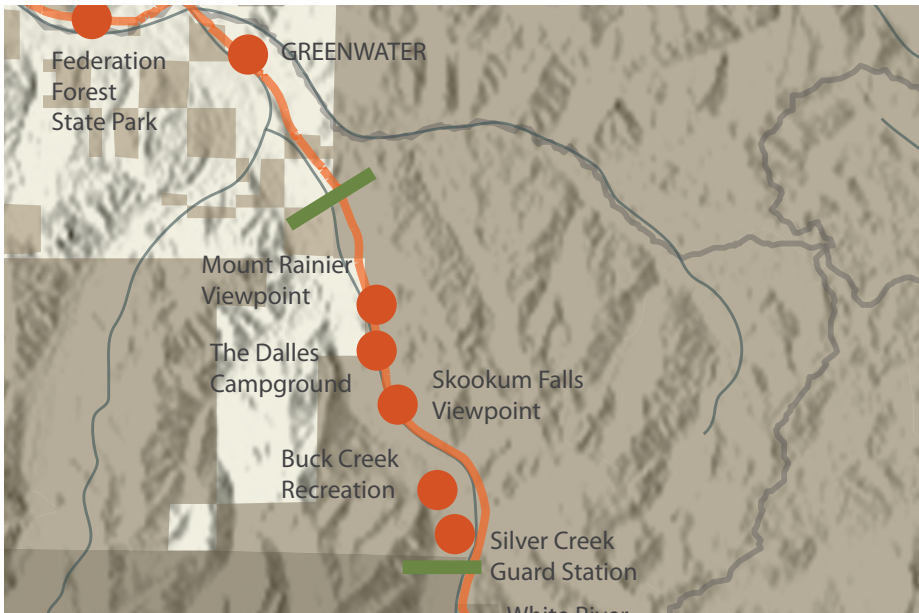




Silver Creek Guard Station



Crystal Mountain Resort in Summer



Skookum Falls



MT. RAINIER

OVERVIEW

The byway passes through the monumental log gateway, and enters the park. Following the White River, the roadway gently rises to the park's White River and Sunrise entry, then begins the climb to Chinook and Cayuse passes. Soon, views open up to forested hillsides and, rising in the background, Mount Rainier itself. Formal and informal waysides provide opportunities to stop and enjoy the view.

ECOTYPE

Low elevation Douglas fir/hemlock forest begins to give way to higher elevation forests, with a gradual transition.

HERITAGE

The most visible heritage resources in this segment of the route are associated with the park—the roadway itself, and heritage stories at Sunrise and White River.

RECREATIONAL ACCESS

Exceptional summer season hiking, wildlife viewing, and sightseeing are available inside the park. A trailhead with access to Crystal Lakes is located directly off the byway north of the White River entrance. Otherwise trailheads are located at the White River campground, near Sunrise Lake on the road to Sunrise, and at Sunrise itself.

WAYFINDING NEEDS

White River entry/Sunrise (no enhancement likely needed)

INTERPRETIVE SITES

There are robust interpretive displays and programs at several locations inside the White River entrance. Currently no waysides/ displays are associated with the byway. The White River viewpoint provides one of the most stunning views of Rainier from the byway itself. Popular with byway travelers, this location is a potential opportunity for roadside improvements and interpretation.

VISITOR SERVICES

Restrooms available at White River campground and Sunrise. Dining, groceries, and visitor-oriented retail available at Sunrise.

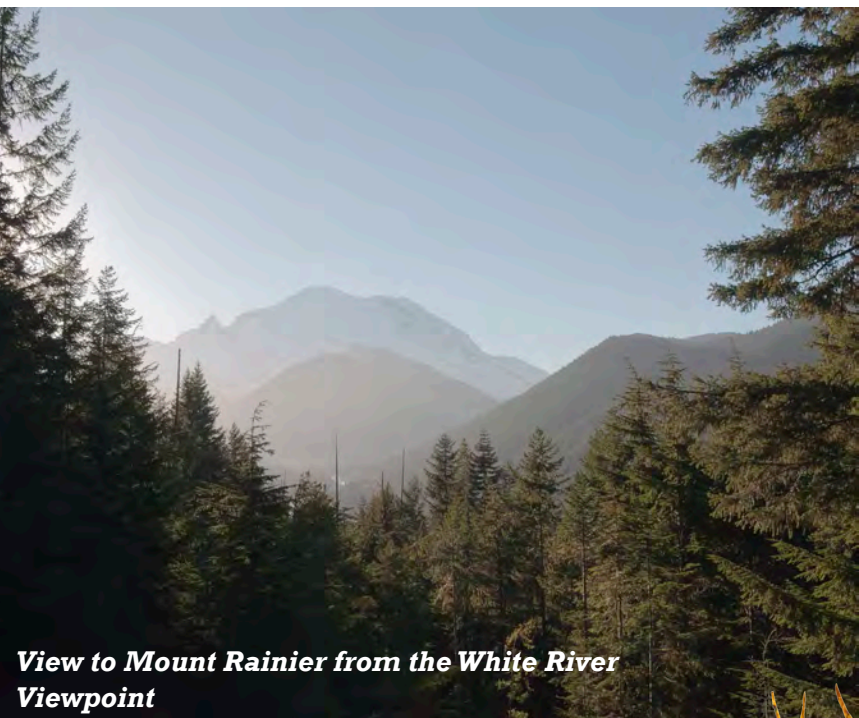
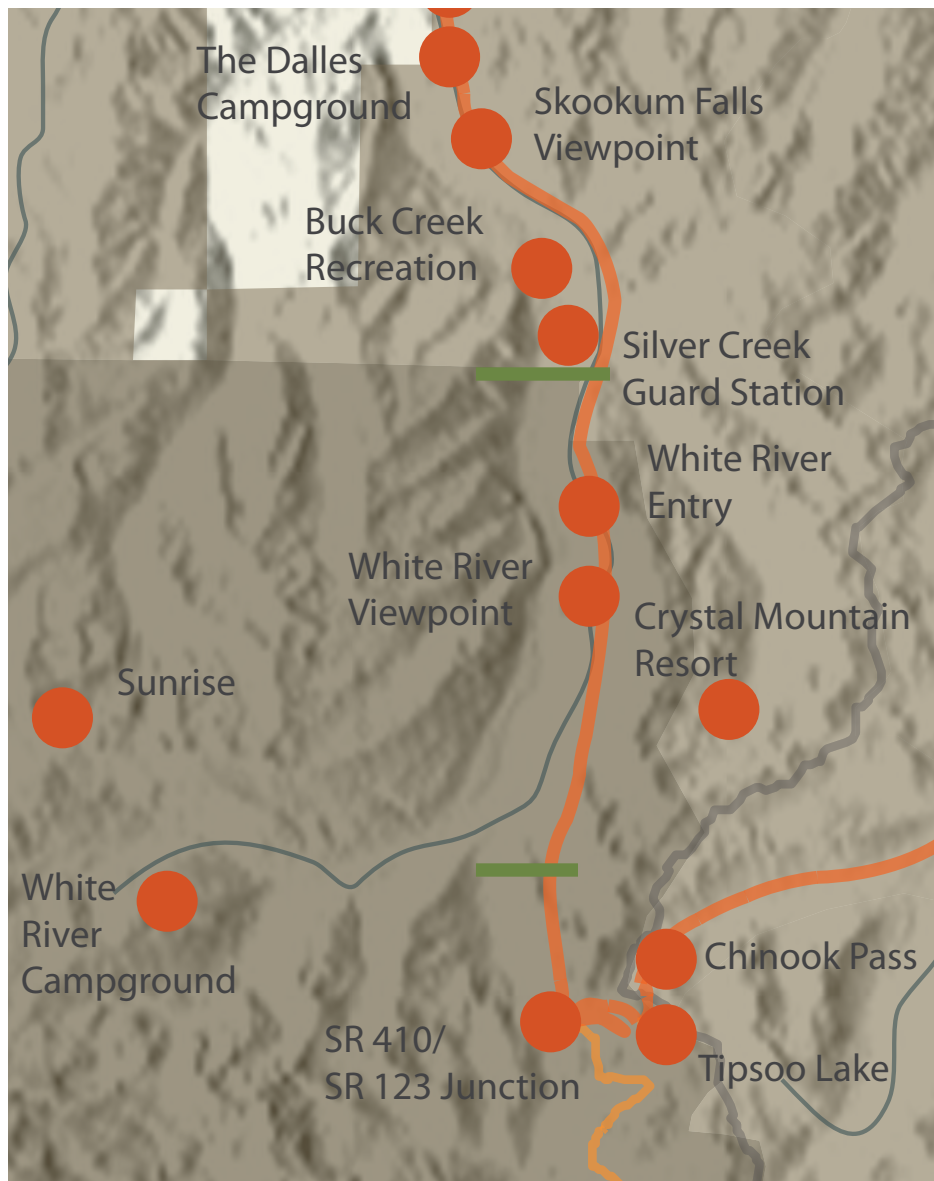
GOALS AND OBJECTIVES FOCUS

General goal to maintain access to views from the byway. Potential opportunities to improve the White River viewpoint for byway travelers.

PRIMARY LAND MANAGEMENT PARTNERS

- National Park Service





CHINOOK PASS

OVERVIEW

The high point of the route, the approach to Chinook Pass is a wonderful section of roadway, winding through a complex topography of subalpine forest, meadows, and rock outcroppings. Scenic pullouts offer opportunities to enjoy some long-distance views. Near the pass itself, there are two major visitor areas with parking, services, and opportunities for recreation. To the west at Tipsoo Lake and the east at Chinook Pass itself, there are opportunities for picnicking, scenic views, and access to trails.

ECOTYPE

Subalpine forest with a distinct difference between east and west sides. Wildflower meadows surround Tipsoo Lake, and the slopes above the Chinook Pass visitor site/trailhead.

HERITAGE

The passes are important heritage resources, where the connection between trails over the mountains through different cultures and eras can be made. The Chinook Pass footbridge is a well-loved landmark.

RECREATIONAL ACCESS

Access to trails is at both Tipsoo Lake and Chinook Pass. The Naches Peak Loop Trail is extremely popular and provides easy access to meadows, subalpine lakes, and views to Mount Rainier. Other trails, including the Pacific Crest Trail, provide access to longer-distance destinations both in the park and forest.

WAYFINDING NEEDS

Improve decision-making information between Cayuse and Chinook passes for eastbound travelers. Potentially add distance information to allow travelers to make decisions about visit to Chinook Pass if traveling over Cayuse Pass. Potential benefit to redesign of paving at SR 410/SR 123 intersection.

INTERPRETIVE SITES

There are several interpretive installations at both Tipsoo Lake and Chinook Pass. There are opportunities for coordination and updating for some of the existing panels. Seasonal rangers provide interpretive programs/personal contacts throughout the summer at Tipsoo.

VISITOR SERVICES

Restrooms available at Tipsoo Lake and Chinook Pass.

GOALS AND OBJECTIVES FOCUS

Improve the visitor experience, if possible, by reducing crowding and overuse of visitor facilities at Tipsoo Lake and Chinook Pass.

PRIMARY LAND MANAGEMENT PARTNERS

- National Park Service
- Okanogan Wenatchee National Forest

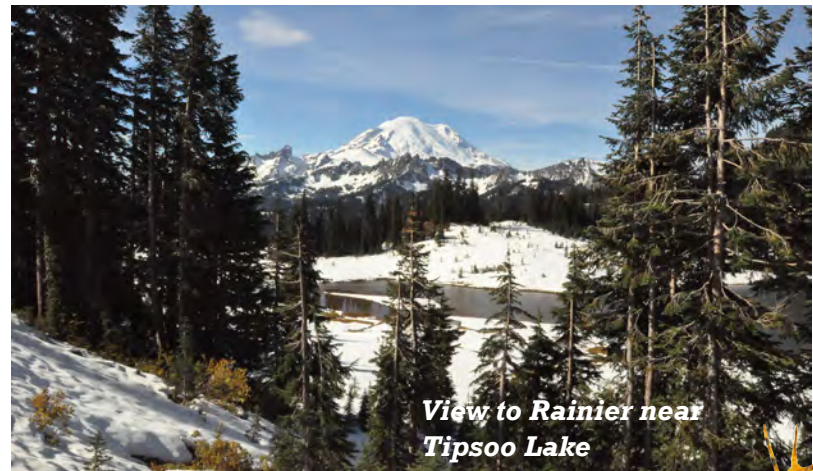




The Trail Bridge over the Byway at Chinook Pass



Parking near Tipsoo Lake



View to Rainier near Tipsoo Lake



MORSE CREEK

OVERVIEW

The byway passes through high-elevation eastside forest as it follows the hillside along one side of the American River valley. Broad, open views are available from the highway.

ECOTYPE

The forest transitions to open, higher elevation lodgepole pine interspersed with larch.

HERITAGE

No known heritage resources in this segment.

RECREATIONAL ACCESS

The Morse Creek trailhead provides access to several backcountry hiking and equestrian trails, including the Pacific Crest Trail. In winter, this is the end of the road from the eastside, and serves as a Sno-Park for snowmobile access.

WAYFINDING NEEDS

- Morse Creek Trailhead
- Lodgepole Campground

INTERPRETIVE SITES

There are many viewpoint pullouts associated with this section of the byway, providing panoramic views towards Rainier and its surrounding peaks, as well as the American River Valley. One or more of these may be appropriate for an interpretive wayside, although this is also a challenging section of the roadway to maintain signs.

VISITOR SERVICES

Camping and restrooms are available at the Lodgepole Campground.

GOALS AND OBJECTIVES FOCUS

- Possible interpretive displays

PRIMARY LAND MANAGEMENT PARTNERS

- Okanogan Wenatchee National Forest





PLEASANT VALLEY

OVERVIEW

The byway is located in the American River valley here, following the route of the river. Heading westward, this section of the byway begins to feel more open and views to higher elevation ridges begin, although the surroundings are still forested and the feeling along the roadway is fairly enclosed.

The byway is closely bordered by designated wilderness on both sides of the road, with the Norse Peak Wilderness to the north and the William O. Douglas Wilderness to the south.

ECOTYPE

Lodgepole pine interspersed with larch.

HERITAGE

Fife's Peak is named after an early settler in the region, whose story is interpreted at a wayside viewpoint and trailhead. There are likely Native American stories associated with Fifes Peak. As with many locations, any descriptions of Native American heritage should be coordinated with appropriate tribes.

RECREATIONAL ACCESS

There is access to diverse and good quality backcountry recreation in this segment for both winter and summer. The Union Creek Falls trailhead, Pleasant Valley Campground, Fife's Peak/Crow Lake Way offer access to trails. Several trails lead to high quality short hikes that might appeal to byway travelers. Wilderness areas bordering the byway in this segment provide access to spectacular backcountry non-motorized recreation.

WAYFINDING NEEDS

Trailheads and Lodgepole Campground. The recreation resources in this segment would be good to consider for improved traveler information as featured short hikes.

INTERPRETIVE SITES

The Paradise Valley Interpretive Loop (approximately 1 mile) is a key location for interpretation of the changing forest types along the byway, with an interpretive focus on old-growth lodgepole pine forest. Fifes Peak is a developed interpretive site with views to the peaks, and interpretive panels. There are opportunities to provide enhanced information for trailheads and other nearby recreation resources.

VISITOR SERVICES

Restrooms, camping, and picnicking available at Pleasant Valley and Hells Crossing campgrounds. The Union Creek Trailhead provides a restroom and picnicking.

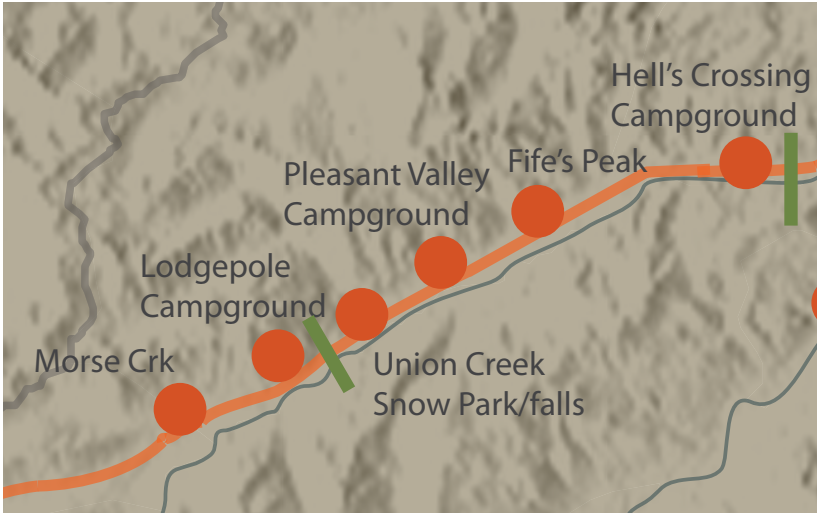
GOALS AND OBJECTIVES FOCUS

There are opportunities to raise awareness of the interpretive and recreational opportunities in this segment of the byway.

PRIMARY LAND MANAGEMENT PARTNERS

- Okanogan Wenatchee National Forest





BUMPING RIVER

OVERVIEW

Following the river valley, the byway passes the confluence of the American and Bumping rivers, as well as access to Bumping Lake. On the eastern end of this segment, the Little Naches River joins the main channel, and the Little Naches River Road provides access to recreation north of the byway. The Bumping River and Little Naches River roads are some of the most important recreation access points on the east side of the byway, providing access to trails, camping, and extensive backcountry recreation.

ECOTYPE

Lodgepole pine forest and riparian woodland associated with the American River. The forest is more open here than further west on the byway, with widely spaced pine and sparse understory vegetation.

HERITAGE

The entire Bumping River area has a rich Forest Service and community history, including the American River Ski Bowl and associated lodge. This section of the byway is strongly associated with William O. Douglas, who was active throughout the area and maintained a cabin near Bumping Lake at Goose Prairie. Native Americans associated with the Yakama Nation used the American River as a fishing resource, and were certainly active throughout this section of the byway, from river valley to ridgelines.

RECREATIONAL ACCESS

This section of the byway has campgrounds, winter and summer trailheads, popular ORV trails, boating on Bumping Lake, fishing, Sno Parks for motorized and non-motorized winter recreation, horse trails... it may provide the most diverse range of recreation opportunities on the byway. This section of the byway provides access to the William O. Douglas Wilderness for non-motorized

recreation, as well as a extensive access to roaded non-wilderness areas of the forest.

WAYFINDING NEEDS

Recreational access in this segment is primarily from the Bumping River and Little Naches River roads. These key intersections may be appropriate for enhanced wayfinding signs to emphasize recreation opportunities.

INTERPRETIVE SITES

There are several interpretive installations associated with visitor sites along the Bumping River road, Goose Prairie, and at Bumping Lake. There are a few interpretive locations along the Little Naches River Road, including Horsetail Falls.

VISITOR SERVICES

Camping is available throughout the segment, limited groceries and dining are available at Bumping Lake, and restrooms are available at several campgrounds and dispersed camping areas along the route. In summer Goose Prairie offers groceries, a restaurant, and limited services for visitors.

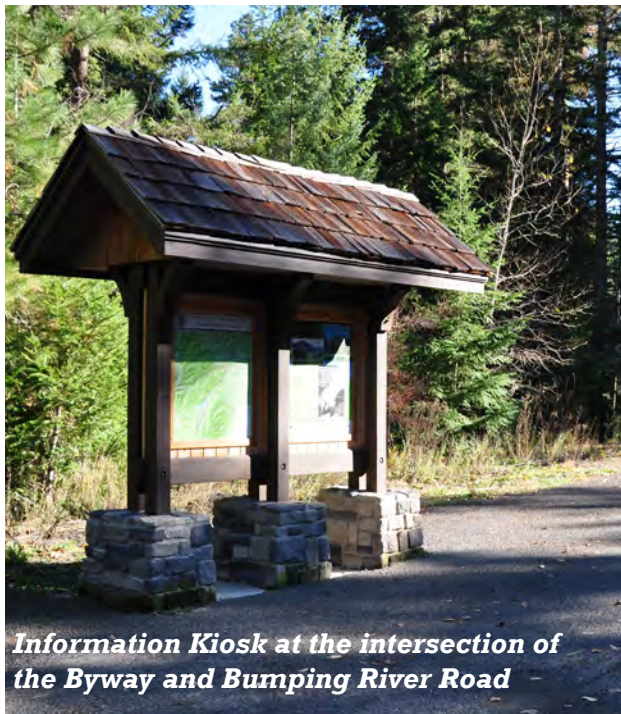
GOALS AND OBJECTIVES FOCUS

As one of the primary recreation focus areas on the byway, the goals and objectives focus for this segment include maintaining access to recreation resources, and providing effective trip planning information for recreational visitors. There are opportunities to raise awareness of the recreational opportunities in this segment of the byway.

PRIMARY LAND MANAGEMENT PARTNERS

- Okanogan Wenatchee National Forest

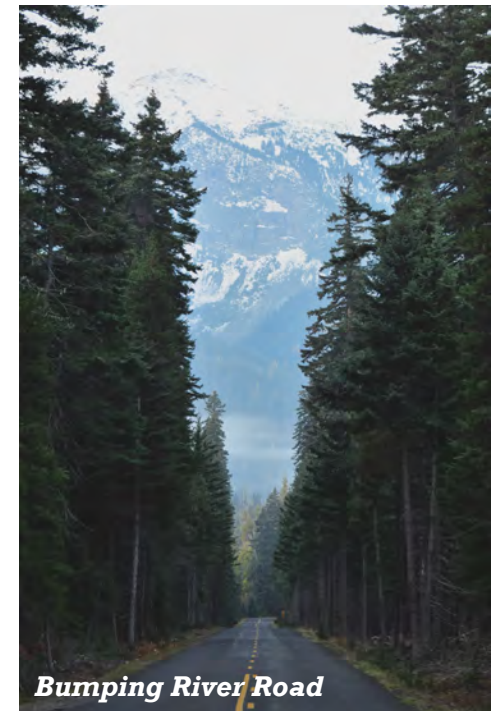




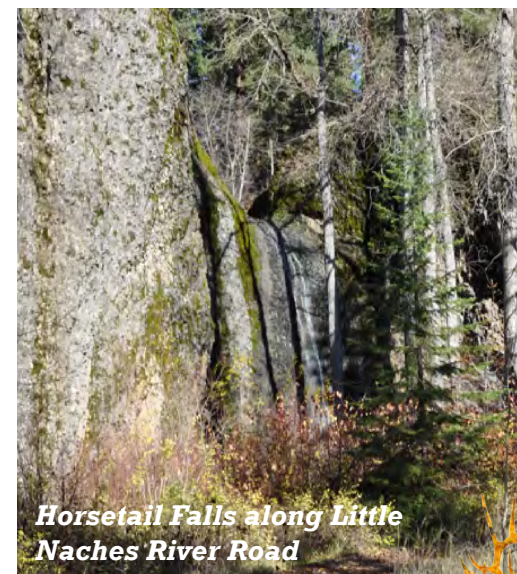
Information Kiosk at the intersection of the Byway and Bumping River Road



Bumping Lake



Bumping River Road



Horsetail Falls along Little Naches River Road



CLIFF COMMUNITIES

OVERVIEW

Two small communities – Cliffdell and Pinecliff – are gateways to this end of the byway. Prominent rocky cliffs provide rugged character, along with frequent stretches directly adjacent to the river. Edgar Rock towers over the byway, and contributes to a very enclosed experience for byway travelers – a strong contrast with the open steppe country to the east and the increasingly open views to the west as the byway climbs to the pass.

ECOTYPE

Ponderosa pine forest and riparian woodland associated with the Naches River. Riparian vegetation is prominent from the byway, with wildflowers and deciduous shrubs that show good fall color.

HERITAGE

There is extensive mining history in the region, along with historic trails and Edgar Rock. Pinecliff and Cliffdell were originally recreation communities. Edgar Rock is named after a Union Army scout during a period of conflict with resident Native Americans associated with the Yakama Nation. The area certainly had extensive use by Native Americans pre-contact.

RECREATIONAL ACCESS

Boulder Cave is an extremely popular recreation destination in this segment of the byway. The cave itself is an example of unique and striking geology, and a short interpretive walk tells the story of the cave (and its bats!) as well as the surrounding forest. Forest roads in this segment of the byway provide access to extensive non-motorized and motorized recreation opportunities, including ORV use, hunting, snowmobiling, hiking and horseback riding. Jim Sprick Community Park, managed by community stakeholders, provides picnicking, riverside trails, restrooms, and fishing access.

WAYFINDING NEEDS

Recreation in this segment of the corridor is generally by experienced users. Information needs for this user group could be focused on access or conditions information, with an emphasis on up-to-date temporary closure information for fires or damage/construction. Boulder Cave and associated short trails are popular for general byway travelers, and should be well marked, with effective follow-on trailblazer signs. The Mather Memorial Parkway East Gateway site provides an orientation overview for this section of the byway.

INTERPRETIVE SITES

There are interpretive installations at the Mather Memorial East Gateway, and associated with Boulder Cave. The cave is staffed with an on-site interpreter in the summer, when the cave and trails are open to visitors.

VISITOR SERVICES

Camping is available at the Halfway Flat, Sawmill Flat, and Cottonwood campgrounds. Lodging, gas, and groceries are available at Whistlin' Jack Lodge in Cliffdell, and within Pinecliff proper.

GOALS AND OBJECTIVES FOCUS

This segment is an important staging and services area for the east end of the byway. There may be opportunities to improve the byway's contribution to the economic health of the area, and to partner with local businesses to improve visitor information. The historic Chinook Work Station has been discussed several times as a potential site for improved visitor information.

PRIMARY LAND MANAGEMENT PARTNERS

- Okanogan Wenatchee National Forest
- Pinecliff and Cliffdell residents and businesses

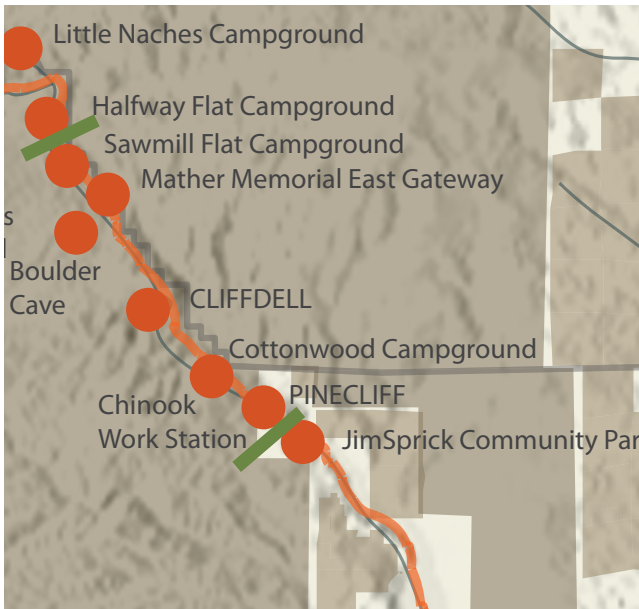




Picnic Shelter along the Naches River



The Naches River



Whistlin' Jack Lodge



Volcanic Cliffs



NILE VALLEY

OVERVIEW

Located outside of the National Forest, this section of the byway passes through a broad section of river valley defined by rugged, open hillsides. Volcanic rock outcrops are prominent, and located near the road in several spots.

ECOTYPE

Bottomland riparian forest is adjacent to much of the byway, while the upland hillsides are covered by open, widely spaced ponderosa pine forest.

HERITAGE

Native American/settlement stories. Jim Sprick Community Park is located near the route of the historic Naches Trail. Remnant trail locations provide opportunities to interpret the use of the Naches Trail to reach Steilacoom and Puget Sound, as well as the historical displacement of the Yakama from the byway region and the short Yakima Indian War of the 1850s.

RECREATIONAL ACCESS

Much of the area directly surrounding the byway in this segment is private residential land, and does not offer recreational access to the public.

WAYFINDING NEEDS

Jim Sprick Community Park: the park could also be a location for a byway travel information site, incorporating byway maps and other trip planning information.

INTERPRETIVE SITES

Jim Sprick Park provides several interpretive opportunities, with a connection to the Naches Pass trail and views over the Naches River to prominent rock outcrops. There may be an opportunity to develop an interpretive wayside associated with the reconstructed highway at the location of the 2009 landslide.

VISITOR SERVICES

There are several small restaurants and groceries adjacent to the byway in this section. Jim Sprick Community Park offers day use facilities that could enhance the byway travel experience; however, it is primarily a community resource and may not be appropriate as a more public byway destination. The park is also the site of the annual Nile Valley Days celebration, which is a popular local event. Wayfinding could identify the park as a public facility if there is community support.

GOALS AND OBJECTIVES FOCUS

Maintain the scenic character of the byway setting as possible, and provide interpretive wayside at the site of the 2009 landslide (requires safety/operations review). Opportunity to enhance use of Jim Sprick Community Park as a visitor service location if supported by the community.

PRIMARY LAND MANAGEMENT PARTNERS

- Washington Department of Fish and Wildlife
- Washington Department of Transportation
- Chinook Pass Community Association





Naches River at Jim Sprick Community Park



Jim Sprick Community Park



Restaurant and Grocery along the Byway



OAK CREEK

OVERVIEW

Located alongside the Naches River, the byway passes through open shrub-steppe hillsides with prominent volcanic outcroppings. Shrubby riparian vegetation follows the river, but the general feeling of the byway is open, with good views over the rolling hills of the Oak Creek Wildlife Area.

ECOTYPE

Bottomland riparian forest is adjacent to much of the byway, while the upland hillsides are covered by open, widely spaced ponderosa pine forest.

HERITAGE

Native American/settlement stories. Oak Creek Wildlife Area and its role in managing wildlife habitat for a wide range of species.

RECREATIONAL ACCESS

There are a few trailheads leading into the Oak Creek Wildlife Area, however they are not well marked, and are primarily used by visitors familiar with the wildlife area and locals.

WAYFINDING NEEDS

Oak Creek trailheads (if improved for parking/access.) This segment includes the intersection with US 12—wayfinding at the intersection would support trip planning to either Naches or White Pass. There is an opportunity for a Chinook Scenic Byway monumental gateway sign in this segment north of the SR 410/US 12 intersection.

INTERPRETIVE SITES

The primary parking and visitor contact location for Oak Creek is accessed from US 12 just to the west of this segment. There is some existing interpretation here, as well as an opportunity to improve the interpretation associated with the wildlife area. The Oak Creek bighorn sheep feeding area is located just east of the US 12/SR 410 wye, but is currently not improved for casual visitors.

VISITOR SERVICES

Public pit toilets are available in the parking lot for the Oak Creek Wildlife Area on US 12.

GOALS AND OBJECTIVES FOCUS

Improve visitor opportunities to enjoy the Oak Creek Wildlife Area, with possibilities to improve existing trailheads, renovate interpretive displays, and improve visitor information for casual/less-experienced visitors. Consider an opportunity to provide a new interpretive site/viewpoint at the existing cliffs overlook along the byway, and to improve visitor access to backcountry access in the Wildlife Area from the byway.

PRIMARY LAND MANAGEMENT PARTNERS

- Washington Department of Fish and Wildlife





NACHES GATEWAY

OVERVIEW

The Chinook Scenic Byway shares this section of byway with the White Pass Scenic Byway, as US 12 connects between the US 12/SR 410 intersection and the small town of Naches. In the hills to the west of Naches, the small town of Tieton is working to revitalize by emphasizing local arts and foods.

ECOTYPE

One side of the byway is prominent riparian vegetation, while the other side is generally in agriculture, with extensive orchards and vineyards.

HERITAGE

Native American/Settlement stories? Naches agriculture, town development.

RECREATIONAL ACCESS

A paved shared-use trail begins in Naches and heads to the east, with plans to connect to the in Yakima Greenway.

WAYFINDING NEEDS

Wayfinding approaching the SR 410/US 12 intersection needs to provide clear travel information to the Chinook SB, White Pass Scenic Byway, and Naches. Distance should be included on Naches signs to inform visitors that the town is close by if they are concerned about out-of-direction travel.

Prominent wayfinding for USFS Naches Ranger Station.

Possible improved wayfinding to Tieton.

INTERPRETIVE SITES

There is an interpretive and visitor information display at the Naches Visitor Center, including an orientation panel for the White Pass Scenic Byway.

VISITOR SERVICES

Information, restrooms, dining, lodging, groceries, and other travel needs are available in Naches. The USFS Naches Ranger Station is a major site for visitor information, trip planning, and use permits. The vestibule at the ranger station is open 24/7, and provides a wealth of information on recreational resources and current conditions. Trip planning information is available for purchase inside the ranger station when open. The Naches Visitor Center is staffed in summer months.

GOALS AND OBJECTIVES FOCUS

Support Naches as a gateway/recreational service hub for the region. Encourage visitor awareness and use of the Naches Ranger Station for trip planning, and to check current conditions. Grow awareness of agritourism and culinary tourism in the local communities, including wines, craft ciders, and other locally produced products.

PRIMARY LAND MANAGEMENT PARTNERS

- Okanogan Wenatchee National Forest
- Town of Naches
- City of Tieton

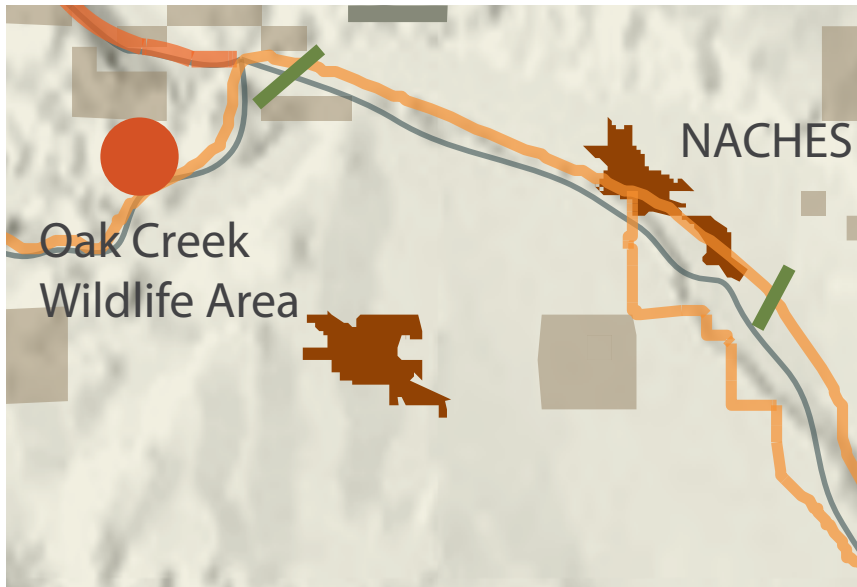




*Historic Pergola and Gas Station in
Downtown Naches*



The Naches Ranger Station



The Naches Visitor Center





CAPITAL PROJECTS
CHINOOK SCENIC BYWAY CORRIDOR MANAGEMENT PLAN





CAPITAL PROJECTS

Capital projects along byways are generally focused on the development or improvement of visitor facilities—trailheads, viewpoints, interpretive sites, and similar amenities. Compared to many byways, the Chinook is well stocked with visitor sites and recreation access. However, there are several opportunities for investment in the byway that would enhance the visitor experience. Some of these projects are for development of new sites, some for the renovation or reimagining of existing sites, and some would enhance existing locations with improved site features.

Project descriptions include an overview of the purpose and benefits of the project, a description of the different project elements, and a preliminary planning-level cost estimate. None of the projects included in the plan are funded. For any of the projects to move forward they would each need a project sponsor—either an agency, jurisdiction or community group—who would work towards acquiring funding, bringing together stakeholders and seeing the project through permitting, design and construction.

The projects proposed for the byway fall into two broad categories:

- Signage and Communication
- Visitor Sites and Destinations

They also range in size from the development of individual signs to the continued growth of Crystal Mountain as an all-year destination for byway travelers.



The Mount Rainier Viewpoint is a popular visitor site on the byway, but is also a significant management challenge. Stakeholders would like to see improvements here including restrooms, clearing to open views of Mount Rainier, and interpretive updates.

A NOTE ON COST ESTIMATES

The cost estimates included in the plan are conceptual only. While they are appropriate for general budget planning, they will need to be refined and verified prior to any use that would allocate funding, including grant applications. The estimates assume implementation with some federal funding involved, which generally increases the cost of project delivery.







SIGNAGE AND COMMUNICATION



CHINOOK SCENIC BYWAY GATEWAYS

OVERVIEW

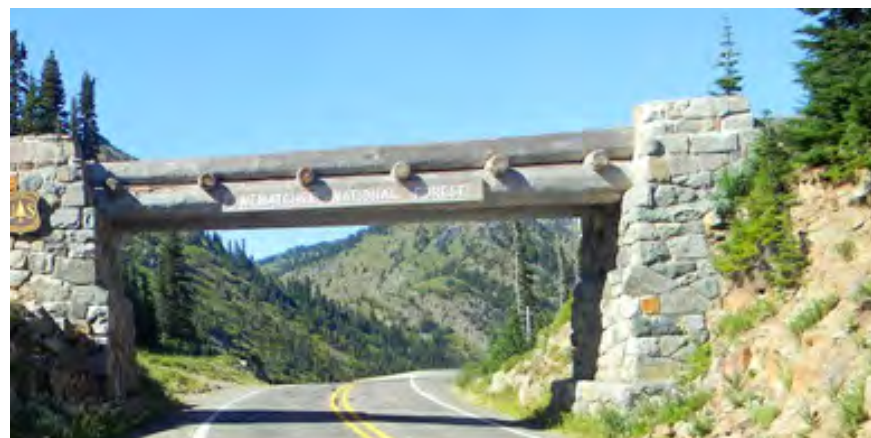
Gateway signs are symbolic entryways to the byway, and welcome visitors. They are intended to enhance visitors' awareness of the byway, and their design character is intended to set visitors' expectations of the byway experience. New corridor gateways are proposed for each end of the byway, one in Enumclaw and another just north of the SR 410/US 12 intersection along the Naches River. A third sign may be possible at the SR 410/SR 123 intersection at Cayuse Pass, where visitors enter the byway from the Ohanapecosh section of Mount Rainier National Park. The signs would likely be developed within the WSDOT right-of-way, and should not require land acquisition. The conceptual gateway designs shown would be constructed of stone, wood, and steel, similar to National Forest and National Park entry monuments.

PROJECT ELEMENTS

- Project planning to identify roles, including ownership of the signs and requirements for installation inside the WSDOT right-of-way
- Conceptual design and site selection
- Final design
- Environmental and operational review and approval
- Construction
- Ongoing maintenance and coordination with WSDOT

PLANNING-LEVEL COST

\$48,000-\$60,000



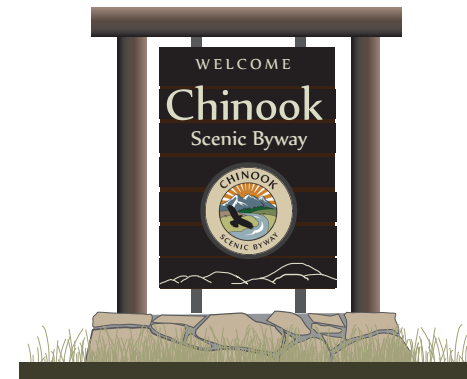
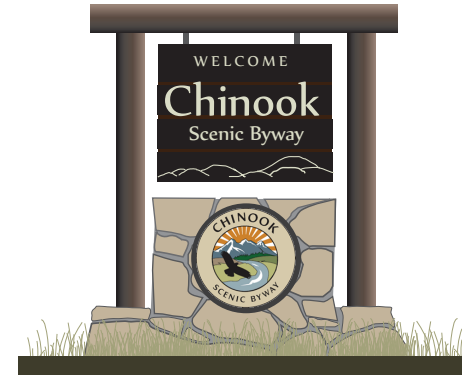
Monumental signs and gateways are used throughout the byway. This project would develop new gateway signs at each end of the byway to welcome visitors and build awareness of the byway.





BYWAY GATEWAYS - HORIZONTAL DESIGN EMPHASIS

Horizontal gateway concepts incorporate a stone base and wood primary sign. The Chinook logo is prominent on the stone portion of the gateway. The shape and proportion of each of the signs takes design cues from other major signs in the corridor.



BYWAY GATEWAYS - VERTICAL DESIGN EMPHASIS

These examples of more vertically-oriented designs have less similarity to corridor precedents, however site restrictions may make it difficult to install horizontally oriented signs. These designs use a similar stone and wood materials palette, and wouldn't feel out of place as new byway elements.



MATHER MEMORIAL PARKWAY GATEWAY RETROFITS

OVERVIEW

The Mather Memorial Parkway is an important historic route and there is value in recognizing the Mather as a section of the Chinook. Currently, there are gateway signs at each end of the Mather, constructed from single squared off granite slabs with the Mather Memorial Parks logo etched in.

A retrofit of the existing signs would provide the opportunity to make the Mather gateways more legible to travelers, while also introducing the Chinook logo as a companion to the Mather. A retrofit would also provide an opportunity to adapt the character of the existing Mather entry monuments to be more consistent with the proposed byway gateways.

PROJECT ELEMENTS

- Project planning, including site evaluations and requirements for installation inside the WSDOT right-of-way
- Conceptual design
- Final design
- Environmental and operational review and approval
- Construction
- Ongoing maintenance and coordination with WSDOT

PLANNING-LEVEL COST

\$16,000-\$28,000



The existing Mather Memorial Parkway gateways are aesthetically restrained and do not recognize the Chinook Scenic Byway, which had not been designated when they were constructed. This sign on the east end of the Mather remains legible. The sign on the west end, located in the shade of dense coniferous forest, is obscured by the growth of moss and algae.





Design concepts for retrofitting the existing Mather Memorial Parkway gateway signs range from relatively minor changes to larger-scale design changes that echo the character of the proposed gateways at each end of the Chinook Scenic Byway.





ADVANCE WARNING SIGN AND WAYFINDING SIGN PROJECT

OVERVIEW

The Chinook Scenic Byway provides access to some of the most diverse and exceptional backcountry recreation in the western United States. Trailheads, camping areas, fishing, waterfalls, viewpoints, and other recreational destinations can be found all along the byway. However, many access roads are poorly signed and can be confusing for travelers who are visiting an area for the first time. Stakeholders in the corridor with regular visitor contact report that visitors have difficulty finding their backcountry destinations. Similar corridors around the state, for example the Stevens Pass Greenway or White Pass Scenic Byway, provide more reliable signing to destinations accessed from the highway.

This issue emerged as such a high priority in the planning process that the full proposed wayfinding system is described in its own chapter, including a detailed description of proposed locations and sign types. Advance warning signs and destination signs are a core component of the overall wayfinding program, and could be implemented as a comprehensive project throughout the corridor or in phases.

This project is described in detail in the wayfinding section of the document, including design guidelines and proposed locations for signs. Although sign improvements could be done incrementally, there are benefits to combining them into a single larger project, especially as a grant-funded project. For budgeting, the project would assume approximately 40-60 new signs, 20-30 in each travel direction.



PROJECT ELEMENTS

- Project planning, including validation of proposed destinations and sign types, and site review of appropriate locations for new signs.
- Environmental review and permitting
- Sign message development and panel layout, engineering
- Installation, including traffic control
- Requirements for meeting WSDOT design standards
- Ongoing maintenance and coordination with WSDOT

PLANNING-LEVEL COST

\$250,000 - \$300,000

Note that WSDOT does not fund byway logo signing, and would likely not fund the majority of proposed advanced warning/wayfinding signs described in the wayfinding plan. Wayfinding signs are eligible for grant funding through several sources. Additional early planning would be beneficial to prioritize implementation and develop more specific costs.



Wayfinding signs will focus on recreational access and visitor services, using familiar blue and brown sign panels. Logo panels will help travelers to identify destinations that have a scenic or recreation focus.





WAYFINDING AND LOCAL INFORMATION DISPLAYS (NEW LOCATIONS)

OVERVIEW

Several locations with high visitor volumes would be attractive sites for new byway information displays. These would be expected to reach a broad audience of byway travelers, and help to raise awareness of the byway in addition to enhancing the travel experience for visitors. Projects in these locations would all display similar information—wayfinding panels showing both the entire byway and local destinations, however there would likely be significant variety in the improvements necessary to construct an effective display location. Most of the locations would require construction of some sort of display structure, preferably a kiosk that shared some design character with existing kiosks along the byway. Some locations may also require site improvements to provide a protected location for the display. At Crystal Mountain, the display would be anticipated to be portable to allow for removal and storage through the winter.

Displays would include one overview map that showed the entire byway, and a second panel that included a more detailed local map, along with descriptions of several nearby destinations/activities.

RECOMMENDED LOCATIONS INCLUDE:

- Enumclaw Forest Service information center
- Naches visitor center
- Greenwater downtown
- Oak Creek Wildlife Area
- Crystal Mountain Resort
- Chinook Work Station, or the east side Mather Memorial Entry Monument parking area.

PROJECT ELEMENTS

- Project planning
- Map design
- Feature locations text development
- Graphic design of map panels (one overview map, up to eight local map/destination panels)
- Map panel production
- Environmental review and permitting

PLANNING-LEVEL COST

\$12,000 - \$28,000 per site





Several locations on the east and west side of Chinook Pass could be effective sites for new byway information displays. The Mather Memorial Gateway on the east side has existing parking, downtown Greenwater is an important visitor services hub on the west side, and Crystal Mountain is becoming an increasingly popular summer travel destination.





WAYFINDING AND LOCAL INFORMATION DISPLAYS (EXISTING LOCATIONS)

OVERVIEW

Several locations along the corridor have existing kiosks featuring orientation maps and descriptions of nearby visitor destinations. These displays are extremely valuable for travelers. The displays would be more effective, and would be easier for site managers to implement, if consistent map bases and templates for local detail maps were available for different segments of the corridor. This project would focus on developing improved, consistent information displays for several locations with existing visitor kiosks or other appropriate display locations.

Displays would include one overview map that showed the entire byway, and a second panel that included a more detailed local map, along with descriptions of several nearby destinations/activities.

RECOMMENDED LOCATIONS INCLUDE:

- Federation Forest State Park
- Mount Rainier Viewpoint (Chinook Byway Travel Information Site)
- Silver Creek Guard Station
- Chinook Pass
- Fife's Peak
- Bumping Lake Road

PROJECT ELEMENTS

- Project planning
- Map design
- Feature locations text development
- Graphic design of map panels (one overview map, up to eight local map/destination panels)
- Map panel production
- Kiosk repair/renovation
- Installation

PLANNING-LEVEL COST

\$60,000 - \$85,000





The Mount Rainier viewpoint on the west side of the byway, and Pleasant Valley interpretive site on the east side near Chinook Pass both have existing kiosks that could accommodate enhanced displays





NEW MEDIA INTERPRETIVE PILOT PROJECT

OVERVIEW

Traditional interpretive media—including signs, printed materials, and of course live interpreters, will likely always have a place. However, the increasing sophistication and wide availability of mobile devices is also changing the way that travelers access information. This project would develop a small-scale interpretive project as a demonstration of next generation interpretation delivered through mobile devices.

As a pilot project, the interpretation would likely be limited to a single site or a themed interpretive tour for a short segment of the byway. The interpretive material would likely include multimedia digital information delivered through a custom app that included a geo-location function and matched the interpretive material offered to specific locations along the route. The project would also likely focus on one or more new techniques for delivery of existing information adapted for the media—for example the design history of the Mather Memorial Parkway, or the connection of Justice William O. Douglas to the corridor— rather than developing completely new information.

PROJECT ELEMENTS

- Project planning to review emerging models of interpretive delivery and develop a concept for implementation.
- Technology review to select an appropriate delivery model, and identify the type of interpretive experience that would be a good fit the technology.
- Interpretive content development (likely adapting existing content for delivery as rich media)
- Custom app development
- Site modifications for implementation of project, if necessary
- Awareness building/distribution
- Monitoring/user study

PLANNING-LEVEL COST

\$32,000-\$60,000





Interpretive experiences offered through mobile devices (preferably without the need for data service) could complement, extend and enrich the fixed interpretive displays along the corridor.







VISITOR SITES AND DESTINATIONS



ENUMCLAW BYWAY/PUBLIC LANDS WELCOME CENTER

OVERVIEW

Enumclaw is the gateway community for western Washington visitors as they make their way to the byway. Visitors have diverse needs for permitting support, trip planning, and general travel information as they come to the byway. Currently the Mount Baker Snoqualmie NF and Mount Rainier NP jointly operate an information center along SR 410. Limited hours—especially for weekend travelers—and limited space in the current facility constrain the opportunities to provide a broader range of visitor services.

A previous public-private project to develop a welcome center was unsuccessful, however the core idea of providing improved visitor services in Enumclaw is still compelling. While there are likely no short-term opportunities for improving facilities, byway partners should remain engaged and look for a potential future project. The previous project envisioned a purpose-built facility to be owned and managed as a public/private partnership. For a future project, there may be opportunities to meet the majority of the project's goals within the current model of a public lease of a privately-owned facility somewhere along the SR 410 corridor.

Goals for a welcome facility would include increased hours for visitor contact, improved interpretive and wayfinding displays in public areas, and opportunities to purchase the full range of user permits that may be necessary for a trip along the byway. An improved

Enumclaw welcome center would enhance the

visitor experience, provide opportunities to connect visitors with local businesses, and offer personalized wayfinding and trip planning support.

PROJECT ELEMENTS

- Range of possible projects, including renovation of existing ranger station, relocation to another existing building, or construction of a new space.

PLANNING-LEVEL COST

Uncertain





The current location of the joint USFS/NPS facility is located between the main SR 410 retail area and the commercial cluster developing around the Enumclaw Expo Center. Photo: Google Earth





MOUNT RAINIER VIEWPOINT RENOVATION

OVERVIEW

The Mount Rainier Viewpoint is a popular stopping point for visitors, however it has been a difficult site to manage. There is a strong perception that in its current condition it does not meet visitor expectations. Concerns with the site include the inability to acquire long-term rights for vegetation management, challenges with the trash disposal, lack of restroom facilities, missing information displays at the kiosk, and deferred maintenance for wood structures on the site. The size and obvious design emphasis for the site, along with the anticipation of views, raises traveler expectations that it is a worthwhile stop. In its current condition, it is not.

There are a range of scenarios for potential renovation of the site. Nearly all of them assume that while capital funding may be available, site features need to be designed to match sustainable maintenance levels given whatever organization(s) will have long-term responsibility. Considerations and recommendations for the site include:

- “Viewpoint” should be removed from the site’s title. The long-term sustainability of the view corridor to Mount Rainier is uncertain, and while it would be beneficial to have the view available, the site should be designed to function whether it is or not. A recommended new name for the site is the “Chinook Byway Information Site.”

- Restrooms (vault toilets) would be a valuable improvement here if the resources can be found to maintain them, which may require coordination with WSDOT
- The fixed interpretive displays at the site should be updated, with a focus on introducing the byway’s corridor-wide themes.
- The kiosk should be renovated, and should be the location for a new travel information display with enhanced wayfinding for nearby trailheads and recreation sites.
- This site could be a rollout location for a new media interpretive pilot project, described as a separate project

PROJECT ELEMENTS

Focused scoping discussions with stakeholders to identify sustainable maintenance levels. Maintenance commitments should likely be formalized through an MOU or similar document. The renovation of the site could be completed as a single large project, or phased improvement or individual elements.

VIEWPOINT VEGETATION MANAGEMENT

Negotiate MOU for vegetation management that provides reliable agreement for re-opening and maintaining an effective view from the site to the mountain.

Cost uncertain

WAYSIDE INTERPRETIVE PANELS

Update wayside interpretive panels—develop materials and attachment system to update existing interpretive panels and allow for





more flexible updates in the future. Options include developing new porcelain enamel panels and reinstalling using the current construction detailing, or developing a new framed or frameless system that would attach with more accessible hardware, allowing use of less expensive panel materials and easier replacement. Consistent with refocusing the site as an introduction to the Chinook corridor, the interpretive panels would introduce major corridor-wide themes.

PLANNING-LEVEL COST

\$16,000 - \$48,000

RENOVATE KIOSK AND INSTALL NEW WAYFINDING DISPLAYS

This element would include minor repairs and painting for the existing kiosk, along with installing trip planning/wayfinding displays on both sides (assume 4 display panels.) The displays would include corridor-wide mapping along with more detailed information for nearby destinations, similar to the wayfinding displays described above.

PLANNING-LEVEL COST

\$22,000 - \$38,000

PREFABRICATED PIT TOILET

Site preparation and installation of a prefabricated, two-seat pit toilet of similar character to the NPS-standard and USFS-standard structures at Tipsoo and Chinook Pass.

PLANNING-LEVEL COST

\$35,000 - \$45,000



The Mount Rainier Viewpoint site has a large, well-developed parking area and pedestrian zone. Photo from Google Earth.





MOUNT RAINIER VIEWPOINT RENOVATION, cont.



The view to Mount Rainier, at one time a dramatic panorama over recently harvested timberland, is now limited by mature conifers. The mountain is difficult to see, and only visible from a narrow viewing angle. A long-term goal for the site includes reopening a more generous vista and developing agreements for ongoing maintenance.

The interpretive displays at the site are in good condition, but their messaging is becoming dated. This site is a location that would benefit from redevelopment of interpretive displays.



The architecturally distinctive kiosk at the site provide an opportunity to install improved wayfinding, preferably including both information about the byway and more detailed information for nearby recreational opportunities.





By the time they reach the viewpoint from Enumclaw many travelers are looking for a restroom opportunity. If agreements for maintenance can be developed there is strong interest in adding vault toilets like this one at Chinook Pass.



Trash collection has been an ongoing challenge at the site and dumpsters were added at the request of local community members. In the long term, it is probably not sustainable to maintain dumpsters at the site, and they detract from the character of the viewpoint.





FEDERATION FOREST STATE PARK

OVERVIEW

Federation Forest State Park is one of the key visitor sites on the byway, offering exceptional experiences of old-growth lowland forest, historic traces of the Naches Trail, and its own history as a unique state park. As of 2016 the park's interpretive center has completed structural repairs and re-opened, and the installation of updated interpretive displays is anticipated over the next few years.

Federation Forest is a destination in itself, however throughout the planning process there was also strong interest in improving the park's role as a gateway and orientation center for the byway. Because of its location, the park is a popular stop for travel information and restroom breaks. In addition to focusing its services on visitors who will stay 1-2 or more hours to enjoy the park, there may be opportunities to improve the experience for shorter-term visitors and enhance the visitor information available at the park.

Recently, the park has been able to restore funding for a staffer and stabilize operating hours. As described above, the park is also planning to complete the installation of updated interpretive displays within the next few years.

Although there are no firm plans, the park also has interest in expanding opportunities for visitor experiences, for example an interpretive zipline experience through the forest.

PROJECT ELEMENTS

Overall, the range of improvements being considered for the park would have strong benefits for the byway. The current visitor center renovations are in process, and do not require extensive byway coordination for completion. Future projects are still in early feasibility and policy review stages. As potential future project opportunities develop, the byway will likely be interested in actively partnering to assist in their successful implementation.

Opportunities for project coordination include:

WAYFINDING SIGNAGE – Wayfinding signs for the park have been removed due to wear and not replaced. These could be replaced as part of routine highway maintenance, or included in a future wayfinding sign project associated with the byway.

DISCOVER PASS POLICY – Federation Forest is a fee area. Some fee-free parking is available for short-term use, however the number of spaces is limited by the state legislature. Further planning needs to be done to evaluate whether additional fee-free spaces would assist the park in meeting a wayfinding role for the byway, and whether there are legislative options for increasing the allowed number of spaces.

TRIP-PLANNING PARTNERSHIPS – The byway may be able to assist the park in providing trip planning services, both by providing wayfinding materials and possibly in providing partial funding for desk staff. Lodging tax revenues are likely not available to support information staffing since Federation Forest State Park is located in King County.

FUTURE MAJOR PROJECTS – The byway may be able to support Washington State Parks in implementing future projects, such as the zipline program mentioned earlier.







CRYSTAL MOUNTAIN SUMMER SEASON ENHANCEMENTS

Changes in operations at Crystal are complex—they need to fit the vision and business model of the owners and be incorporated into the resort's USFS operating permit, which can require extensive environmental review. The Crystal Mountain Master Development Plan, which completed NEPA review in 2004, includes a fairly broad range of improvements at Crystal intended to enhance both winter and summer operations. Several of the key elements of the plan have been implemented—for example the development of the Northway chairlift, new sewage processing plant, the Campbell Basin Lodge, and gondola—and summer operations at Crystal have been increasing steadily. New hotel units are also anticipated to come online in the next few years.

In general, the continuing development of Crystal as a year-round destination is one of the most significant stories for the byway, and as long as important resource values are not harmed by the change, it has the opportunity to be a very good story.

Two particular projects that were included in the Master Development Plan become increasingly compelling as Crystal becomes a more complete summer destination. One, shuttle service between Crystal and Sunrise, is much more likely to be successful as Crystal's own visitation grows. The second, improvement to the RV facilities at Crystal, could potentially meet a need that was mentioned several times by stakeholders in public meetings.

CRYSTAL MOUNTAIN TO SUNRISE SHUTTLE FEASIBILITY UPDATE

Crowding at Sunrise is a continuing concern, frustrating visitors unable to find parking, and causing resource impacts for the park. Crystal's emergence as an attractive summer destination makes the idea of a shuttle between Crystal and Sunrise much more realistic, as Crystal becomes a complementary destination with Sunrise rather than simply an off-site parking lot. Combined itineraries for park visitors that include trips up the gondola and to Sunrise seem like a very attractive option for day trips, and a shuttle connection between the two destinations would be a simple and appropriate part of the itinerary. Overnight visitors to Crystal would also likely be attracted by the option of using a shuttle to visit Sunrise, rather than needing to take their own vehicle and fight crowds for parking.

The operational details and economics of shuttle services are challenging, but Crystal's continuing growth as a summer destination make the market for a shuttle much more dependable, and the rationale much more compelling.

CRYSTAL MOUNTAIN SUMMER RV FEASIBILITY STUDY

The byway has few campgrounds that provide full-service RV hookups, especially for larger size RVs. Crystal provides limited services for RVs, but has the space available to become a much more attractive RV destination. Any consideration of new facilities at Crystal need to take into account potential conflicts with winter operations, however it seems likely that if more developed RV facilities were compatible with winter parking area requirements there would be a strong market for RV camping in the summer. Improved RV facilities at Crystal would diversify lodging options in the corridor, and support more multi-night stays.





The Crystal Mountain gondola has improved summer season options for visitors, providing easy access to stunning views, hikes, and the resort's ridgetop dining.



Crystal has improved summer facilities in the base area to provide food, shopping, and information for visitors.





WHITE RIVER VIEWPOINT ENHANCEMENTS

OVERVIEW

The White River viewpoint is one of the few great views to Mount Rainier from lower elevations along the byway, located between mile markers 62 and 63 on the byway. Currently, the site is not well-defined and there are no visual design cues (changes in paving, edge definition, interpretive signs, or similar improvements) to indicate that it is a desirable destination. This project would improve the viewpoint, possibly including design elements to separate pedestrian circulation from parking and add interpretive wayside display.

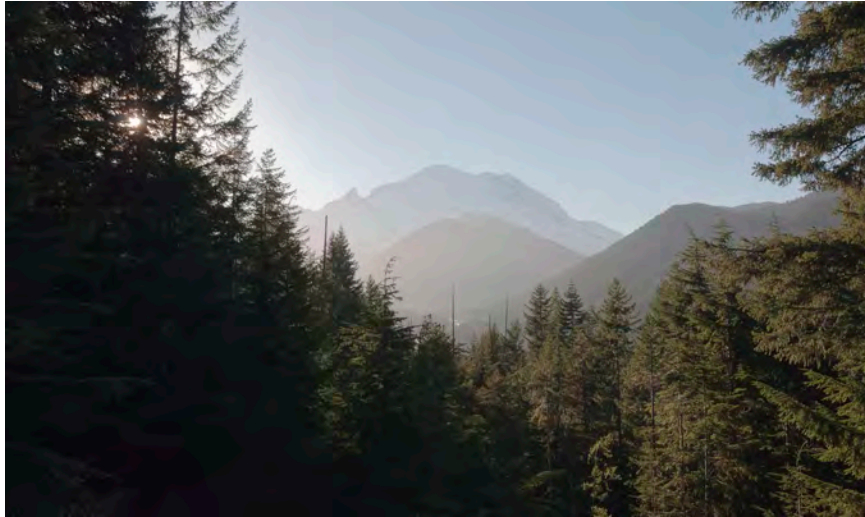
PROJECT ELEMENTS

- Project planning and design, including environmental review
- Barriers (likely simple natural stones at the edge of the parking area)
- Interpretive wayside

PLANNING-LEVEL COST

\$35,000 - \$80,000





The White River viewpoint is one of the few locations with an open view to Mount Rainier between Enumclaw and Chinook Pass. There are opportunities to improve the character of the viewpoint, and to add an interpretive display.





SR 410/ SR 123 WYE WAYFINDING AND AESTHETIC IMPROVEMENTS

OVERVIEW

The SR 410/SR 123 Wye is a critical wayfinding point for travelers along the byway. From the east and south the wye is well-designed to support travelers in making the correct wayfinding decision. However, from the north the wye can be confusing and travelers often make the incorrect decision. Several conditions at the wye contribute to potential wayfinding challenges for travelers approaching the wye from the north:

- Drivers may not have a good “mental map” of the two highways and where they lead
- With the exception of Yakima, the most prominent destinations for the two routes—Ohanapecosh, the Stevens Pass Entry, Packwood, and Chinook Pass—may not have high name recognition for travelers
- The highway numbering is obscure, and travelers may not be aware of the highway number that they need to reach their destination
- The single advance warning sign includes too many messages, and is located too close to the wye itself
- Extra paving filling in the interior of the wye obscures visual cues that drivers rely on to understand channelization

The byway is located in a beautiful and sensitive subalpine landscape at the wye, and any major realignment of the roadway could impact that travel experience. Any minor changes to the byway need to be reviewed to ensure that they do not interfere with law enforcement needs and safety during snow removal operations. If they avoid impacts to the roadside character and operations impacts, the following minor changes to the road could reduce confusion here, and also improve the aesthetic character of a significant location along the byway:

- The extra paving in the center of the wye does not serve any traffic benefit, except possibly to allow confused travelers a place to pull out of traffic and look at a map. Removing paving in the center of the wye and restoring with native vegetation would enhance the aesthetics of the byway, and also clarify channelization for travelers.
- Travelers would benefit from additional warning prior to the pass. Currently, the single information sign includes both the highway directional information and recreation destinations. By splitting these signs into two different locations – and with more separation between the first sign and the decision point – travelers would have more opportunity to confirm their destination and make a correct decision.
- The northernmost sign is recommended to be located north of an existing large viewpoint/pullout on the southbound side of the highway. This pullout would provide an opportunity for travelers to leave traffic and confirm their destination, if they are confused.





- A large parking lot south of Cayuse Pass along SR 123 serves as a trailhead for the Eastside Trail. This parking area provides an opportunity for a minor sign to confirm whether travelers are on their intended route, and to return to Cayuse Pass and then Chinook Pass if they are not.

PROJECT ELEMENTS

- Planning and environmental review
- Pavement removal, grading, soil preparation and landscape restoration
- Highway sign fabrication and installation

PLANNING-LEVEL COST

\$160,000-\$220,000

Visual improvement with asphalt removal, minor grading and revegetation



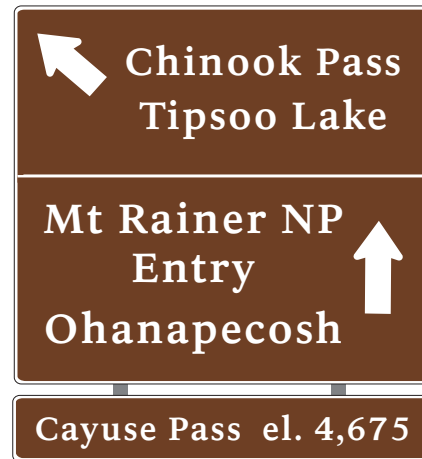


SR 410/ SR 123 WYE WAYFINDING AND AESTHETIC IMPROVEMENTS, cont.

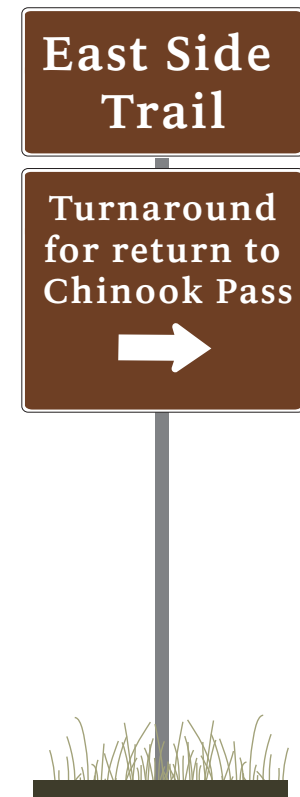
New sign A

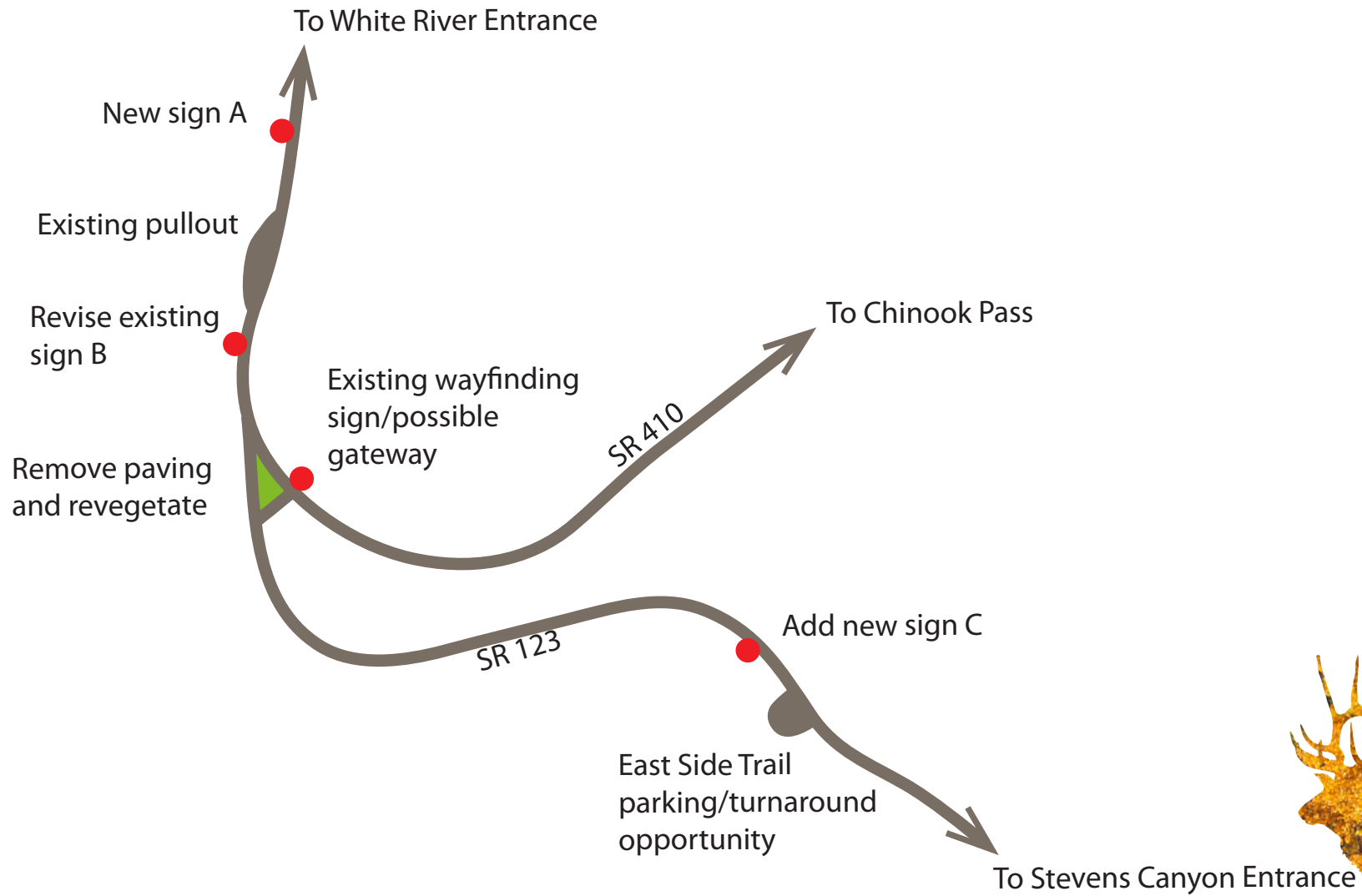


Revised sign B



New sign C







TIPSOO LAKE RESTROOM ADDITION

OVERVIEW

Tipsoo Lake is one of the most popular spots on the byway, and parking is frequently at capacity. It is also the first publicly available restroom for eastbound travelers since the Silver Creek Guard Station. During heavy visitor times the line for the restroom is often between five and ten visitors long, which detracts from the visitor experience and also likely reduces turnover in the parking area.

A second restroom building could likely be added adjacent to the first, impacting either one or two parking spaces. While parking is at a premium, there is clearly demand for a second restroom and it is probably a worthwhile trade-off. An additional restroom would likely result in quicker turnover, a better visitor experience, and potentially less stress on parking from restroom users.

PROJECT ELEMENTS

- Planning and environmental compliance
- Minor reconfiguration of parking spaces
- Addition of a second precast vault toilet structure to match the existing NPS standard structure.

PLANNING-LEVEL COST

\$45,000 - \$60,000





Tipsoo Lake is one of the most popular destinations in the byway...





MATHER MEMORIAL PARKWAY EAST GATEWAY INTERPRETIVE AND WAYFINDING

OVERVIEW

The east gateway is a major visitor site, with a large parking area, vault toilet, and information kiosks. There is an opportunity for this site to play an even more significant role in the byway as an east end visitor information area. The major existing facilities do not need any significant upgrades, and the project would focus on developing more permanent interpretive and traveler information displays. The site is flat and relatively open, which could provide an opportunity for an accessible interpretive experience.

PROJECT ELEMENTS

- Project planning and coordination
- Wayfinding panels design
- Interpretive panels planning and design
- Minor kiosk maintenance
- Panel fabrication and installation

PLANNING-LEVEL COST

\$36,000 - \$60,000







LANDSLIDE PULLOUT WAYSIDE AND INTERPRETIVE DISPLAYS

OVERVIEW

A pullout at the location of the recent landslide in the Nile Valley offers an opportunity for dramatic views of the landslide site, and to interpret the dramatic geology of this section of the byway. The exposed cliffs and roadside volcanic geology along this section of the byway are dramatic and accessible for travelers. Improvements at the existing roadside parking area would provide a good site to interpret the nearby geologic story, and to tell the story of the giant landslide that impacted both the byway and the Naches River. The current pullout site is paved, however it is likely not wide enough to allow safe roadside parking. A project here would likely require additional grading and paving.

The project site is within WSDOT right-of-way, however WSDOT would likely not own or maintain the interpretive installation. A sponsor for the project would need to be willing to commit to long-term maintenance.

PROJECT ELEMENTS

- Project planning and environmental permitting
- Roadway design and review
- Interpretive panels planning and design
- Construction and installation

PLANNING-LEVEL COST

\$120,000 - \$160,000



The 2009 landslide included a tremendous volume of soil, as the entire hillside slid over the highway and into the river valley. Photo from Google Earth.





CANYON VIEW PULLOUT IMPROVEMENT

OVERVIEW

North of the intersection with US 12 (The White Pass National Scenic Byway), the byway follows the canyon of the Naches River, providing dramatic views to rocky cliffs and the uplands of the Oak Creek Wildlife Area. Near an existing quarry, there is a large pullout adjacent to the southbound lanes of the byway with exceptional views of the Naches River and cliffs.

PROJECT ELEMENTS

- Project planning and environmental permitting
- Roadway review
- Interpretive panels planning and design
- Construction and installation

PLANNING-LEVEL COST

\$80,000 - \$100,000



The canyon view pullout location offers spectacular views to geology and cliffside habitat.





OAK CREEK WILDLIFE AREA ENHANCEMENTS

OVERVIEW

The Oak Creek Wildlife Area is one of the spectacular land resources along the byway, offering public access, beautiful desert steppe and cliff country. An established destination for hunters, the wildlife areas also offers opportunities for hiking, wildlife watching, and adventure driving. Although there are diverse recreation opportunities, the wildlife area is generally undeveloped and is difficult for more casual visitors to enjoy. The wildlife area also has very few staff, and their primary responsibility is day-to-day management of the habitat and large mammal herds.

Prior to any capital development for access or facility improvements, the wildlife area would benefit from a planning effort focused on non-hunting recreation. Although there are a few locations where capital projects seem to make sense in the near-term, there needs to be a coordinated look at whether improvements, and the associated higher use that would go along with them, are consistent with overall management goals and resources.

Several potential near-term projects include:

WILDLIFE AREA HEADQUARTERS VISITOR INFORMATION AREA

The wildlife area headquarters along US 12 would benefit from additional visitor information for both interpretation and trip planning. A project here would include development of regional and local maps, descriptions of access areas and recreation opportunities, and interpretive displays describing the resources of the wildlife area and their management.

PLANNING-LEVEL COST

\$25,000 - \$60,000

SHEEP FEEDING AREA TRAILHEAD IMPROVEMENTS

Located near the SR 410/US 12 Wye, the Oak Creek sheep feeding area offers access to hiking with exceptional views and opportunities for wildlife watching. The improvements here would include a more formalized parking area, wayfinding signage to guide travelers from the byway to the site, an orientation kiosk to display recreation information, and improved access to the hiking trail.

PLANNING-LEVEL COST

\$40,000 - \$65,000





IMPROVED SR 410 TRAILHEAD PARKING AND RECREATION INFORMATION

This project would improve an existing informal parking area and trailhead along the byway, with the opportunity to relocate the parking to improve sight distance. The project would likely require some grading and possibly retaining, along with paving and signage.

PLANNING-LEVEL COST

\$150,000 - \$250,000

BETHEL RIDGE ROAD ENTRY & WAYFINDING

Bethel Ridge Road is a spectacular recreational driving opportunity for properly equipped vehicles. This project would improve wayfinding from the byway to the intersection of Bethel Road with FS Rd 1500, and add a simple recreation information kiosk to supplement existing signing at the intersection.

PLANNING-LEVEL COST

\$12,000 - \$20,000







WAYFINDING PLAN & DESIGN GUIDELINES

CHINOOK SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



← BUMPING LAKE
CAMP FIRE
GOOSE PRAIRIE

Blue directional sign on the left side of the road.



SIGNAGE AND WAYFINDING

Signage and wayfinding are fundamental to the travel experience. Travelers need correct and accessible information to get where they're going, and they need to be confident that they are on their desired route. Effective wayfinding meets this need, and is especially important for recreational roads where many drivers are not familiar with the route or its features.

Because of the Chinook Scenic Byway's scenic and historic significance, the character and amount of signage of the roadway needs to be carefully considered. On one hand, we want to avoid placing so many signs along the road that they detract from its scenic character. On the other hand, we want to provide enough signage to meet traveler's needs for finding their intended destinations along the byway, and reduce the stress that accompanies uncertainty.

The character and number of wayfinding signs was carefully considered during the most recent reconstruction of the Mather Memorial Parkway section of the byway. That project intentionally limited the number and prominence of signs to reduce impacts to the visual character of the roadway and its setting. To reduce the prominence of signs in the corridor, the Mather design omitted advance notice signs for many recreational destinations, and developed corridor-specific on-site entrance signs. The overall effect of this approach provided a coherent travel experience along the Mather. However, experience with this approach to wayfinding signs along the corridor has also shown that it may not be meeting traveler needs.

Reports from both land management agency staff and corridor

stakeholders with frequent visitor contact suggest that modifications to the current signage approach would benefit recreational travelers. The most frequent concerns indicate that advance signage to major recreational destinations in the corridor could be enhanced, and that the multi-agency use of blue signs for byway destinations provides corridor continuity, but at the expense of some important information for corridor travelers.

Another signage element that was not included in the most recent Mather Memorial Parkway reconstruction was trailblazer signage—recurring logo signs that reassure travelers they are still on their desired recreational route. Consistent with the goals for the Chinook Scenic Byway, there is an interest in placing trailblazer signage along the route that recognizes the overall identity of the corridor as the Chinook Scenic Byway, with the Mather Memorial Parkway as a segment of the overall byway. For a typical traveler, this is a complicated wayfinding story to tell, and for practical purposes the trailblazer signs will emphasize the Chinook and deemphasize the identity of the Mather. The story of the Mather Memorial Parkway (and Mather himself) will continue to be a prominent part of the interpretive experience along the road.

Based on the lessons learned from byway stakeholders, the corridor management plan recommends an enhanced signage program to:

- Improve wayfinding to recreation destinations
- Establish the Chinook Scenic Byway identity along the corridor
- Improve wayfinding information at the Chinook Pass/Ohanapecosh “Y” intersection





(SR 410/SR 123)

- Modify the sign standards for federal lands recreation sites to reflect agency identity

In coordination with on-road wayfinding enhancements, there are also opportunities to improve several other components of an integrated wayfinding system for the byway. Paper-based wayfinding tools – ranging from simple maps to themed byway guides – remain an important tool for on-route wayfinding. They are more easily used than electronic devices, and until data service is available all along the route they have the advantage of being always available. Wayfinding information on the website can also be enhanced, and include downloadable pdf documents that can be stored on devices and accessed even where there is no data coverage. Wayfinding can also be more effectively integrated into interpretive wayside displays. Good maps that feature nearby activity locations are well-used at waysides, and provide one of the most effective tools for helping travelers to discover a destination they were unfamiliar with and lengthen/enrich their travel along the byway.





Route identifier signs along the byway are an opportunity to introduce byway logo signing.



SIGNAGE AND WAYFINDING TYPES

GATEWAYS

Gateway signs are traditional monuments that celebrate important locations along many byways. Typically they are located at the entries to recreational routes, at the boundaries of land management units, or at the entries to communities along the route. There are several types of existing gateways along the Chinook:

- Horizontal log signs for Federation Forest SP and Greenwater,
- The Mather Memorial Parkway entry monuments on both the east and west sides of the Mather,
- The monumental gateway structure at the west boundary of Mount Rainier,
- The historic Mather Memorial triangular “T” sign at White River Entry to Mt. Rainier, and the similar newer monument at the entry to Crystal Mountain Boulevard,
- The iconic Chinook Pass bridge marking the boundary between the Okanogan-Wenatchee NF and the Mt. Rainier NP.

Potential missing gateways are welcome monuments at each end of the Chinook, which would help to mark the termini of the larger byway and establish the Chinook identity. Given the diversity of the existing gateways along the route, there are a variety of design styles that might serve as precedents for corridor gateways.

Another potential opportunity for gateways are more prominent markers for Cliffdell and Pinecliff.



ROUTE REASSURANCE/BYWAY IDENTITY SIGNS

Byway logo signs are often used to reassure travelers that they are on their desired route, and to reinforce the byway's identity. Typically, logo signs are added to existing route markers (SR 410). However, the Chinook and Mather have very few route identifier signs. Instead, the byway logo signs along the Chinook may be more appropriately located on sign posts for recreation destinations along the route, reinforcing the connection between recreation sites and the byway.

ON-SITE ENTRY SIGNS

The Mather Memorial Parkway design standards – a unique stone base with uniform blue signs – was elegant and created a unified image for the route. However, it also provided less information for travelers by not including more familiar and recognizable design features associated with the USFS and NPS. The familiar image of a brown or brown and yellow sign, typically associated with an agency logo, communicates important information for expectations about types of facilities, allowed activities (including pet policies), and potential user fees.

The proposed new standard maintains the distinctive stone podium (with “ears”), and general size and shape of the Mather sign, but with agency-specific color palettes and identifiable agency logo.

ADVANCE GUIDE SIGNS

Advance guide signs are typically used to provide early warning that a destination is approaching – for example: “Little Naches River Road, 1/2 Mile”. This is the category of signs that is the most significant need for the Chinook, where visitors are often unfamiliar with the route, and may be either visiting an intended destination for the first time or spontaneously exploring the byway without a fixed itinerary.



Greenwater community gateway



Crystal Mountain gateway sign developed during the Mather Memorial Parkway reconstruction project



The landmark gateway/bridge at Chinook Pass. A masterpiece of federal rustic architecture.



The east side gateway to the Mather Memorial Parkway developed during the recent reconstruction project.



There are currently very few advance guide signs along the route, and many significant recreational resources do not have advance warning. However, while there is a need to add some new signing it is not appropriate for all locations. As an approach to deciding how to select locations for signing, and also how to select the character of the sign, it can be useful to describe the type of traveler and visitor experience that the resource can provide. As a basis for decision-making when planning advance guide signs, potential destinations can be separated into four general categories, which would have a different approach to advance guide signing:

TRIP PLANNING RESOURCE SITES

These sites can include staffed or unstaffed facilities that provide enhanced information for byway visits, for example the Silver Creek information center. Several existing unstaffed locations along the byway also serve this function to some extent, and could be improved to function better than they do now.

EMPHASIS DESTINATIONS

Emphasis destinations can accommodate travelers with a wide range of abilities and level of preparation. In the best case, the site can provide an excellent visitor experience for a traveler who makes an unplanned visit with no special preparation. The type of traveler experience could vary – from a short loop interpretive trail to a scenic side road or great viewpoint. In addition to advance signing on the roadway, emphasis destinations would also preferably be included in a wide range of other wayfinding information –for example as a featured destination on the website, on take-along maps, and at nearby information locations.

Examples of emphasis destinations might include the Pleasant Valley interpretive loop, Federation Forest or Boulder Cave.

SECONDARY DESTINATIONS

Secondary destinations can accommodate relatively high levels of visitor use and provide a great visitor experience, but may also require some advance planning for a visitor to have a safe and enjoyable visit. Examples might include short hiking trails, major ORV or equestrian use areas, and locations that provide access to several recreation destinations – for example forest roads that lead to a variety of trailheads.

MINOR DESTINATIONS

Minor destinations are generally inappropriate for advance guide signs either because the visitor experience may be lower quality, the resource cannot accommodate higher levels of use, or, most importantly, the recreational activity requires advance planning to enjoy safely. Travelers who visit minor destinations typically will have planned their trip specifically for that destination, and will be specifically looking for the trailhead or forest road that provides access.



The Mather Memorial Parkway design guidelines included these elegant stone bases. However, the uniform blue sign panels were not as successful. Incorporating agency-specific sign panels at recreation sites will clarify visitor expectations for facilities and regulations.





DECISION CHECKLIST FOR ADVANCE GUIDE SIGNS

The criteria for advance guide signing combine visitor needs with resource management considerations. Decisions for each site should be made on a case-by-case basis, but in general sites that meet more of the criteria should be considered for more significant advance guide signing.

The recreational opportunity is appropriate for spontaneous visits.	
The resource can accommodate additional visitation above current use.	
The destination is appropriate for low clearance vehicles.	
If off-byway wayfinding is needed, there a commitment to provide and maintain follow-on trailblazer signs.	
Visitors will potentially be pulling a trailer – either with horses, ORV's or a camper.	
The site (typically a road) provides access to multiple resources.	
The site includes a publicly accessible restroom, and there are resources for restroom maintenance.	
The site includes wayfinding and trip planning information for travelers.	

ADVANCE SIGNING GUIDELINES

Meeting traveler needs for wayfinding in the corridor will likely result in many new signs. While the need for additional signing is responsive to visitor feedback, there is also still an interest in managing the impacts of new signs on the character of the corridor. Overall, as new signs are designed and installed, there is value in erring on the side of thoughtfully designed, smaller signs that meet traveler needs without interfering with scenery.

SIGN PLACEMENT

There is a great deal of flexibility in selecting the placement of advance signing. In general, scenic quality should be considered as one of the criteria for placement, especially by avoiding placing signs in areas with open views or that block views to high quality landscapes.

SIGN STANDARDS

In addition to the corridor being undersigned, the signs that were installed in the corridor for the Mather Memorial Parkway reconstruction also appear to be slightly undersized when compared to current Manual for Uniform Traffic Control Devices (MUTCD) guidance. As a general recommendation, WSDOT and the USFS should consider allowing flexibility to reduce sign lettering and symbol sizes along the corridor. Within Mount Rainier NP, signs will generally follow NPS sign design guidelines.

ADVANCE SIGN DESIGN GUIDELINES

As described above, byway sites vary in their importance and their capacity to support visitors. The intent of the plan is to generally match the size and information content of advance guide signs to the significance of the site. More significant sites would be called out with larger signs to match visitor needs for wayfinding.





EMPHASIS DESTINATIONS AND TRIP PLANNING SITE SIGNS



These signs designate the most significant visitor sites along the byway. They should be prominent and include information-rich messaging. Signs for emphasis destinations should include activity symbols where appropriate. Selection of the messaging and activity symbols should be developed with the participation of the land management agency, and should include considerations both for visitor information needs and for site management goals.

In general, emphasis area and trip planning site signs should include the specific name of the resource, and may include multiple destination names if appropriate. Sign sizes may vary. Even within this category of signing some locations will be more significant than others, and lower volume or less significant sites can be identified with smaller signs. A more detailed sign plan should include consistent

standards showing where sizing might vary from MUTCD guidelines.

Information sites should include the symbol for visitor information. Unless regular maintenance and updates for travel information are programmed into management agency work plans, sites should not be identified with the information symbol, to avoid creating unmet expectations.

As prominent byway sites with recreational value, byway logos should be incorporated into all signs in this category.





SECONDARY DESTINATIONS



Secondary destinations, although less important than the emphasis sites, are still major locations for recreation. They include campgrounds, trailheads, major forest roads, and similar resources that are important to visitors.

Locations which may be planned destinations (for example a campground or trailhead) should include the name of the location to help visitors find the right place. Locations which may be appropriate for spontaneous, short recreation activities (for example viewpoints or short hiking trails) may be appropriate to identify by activity rather than site name.

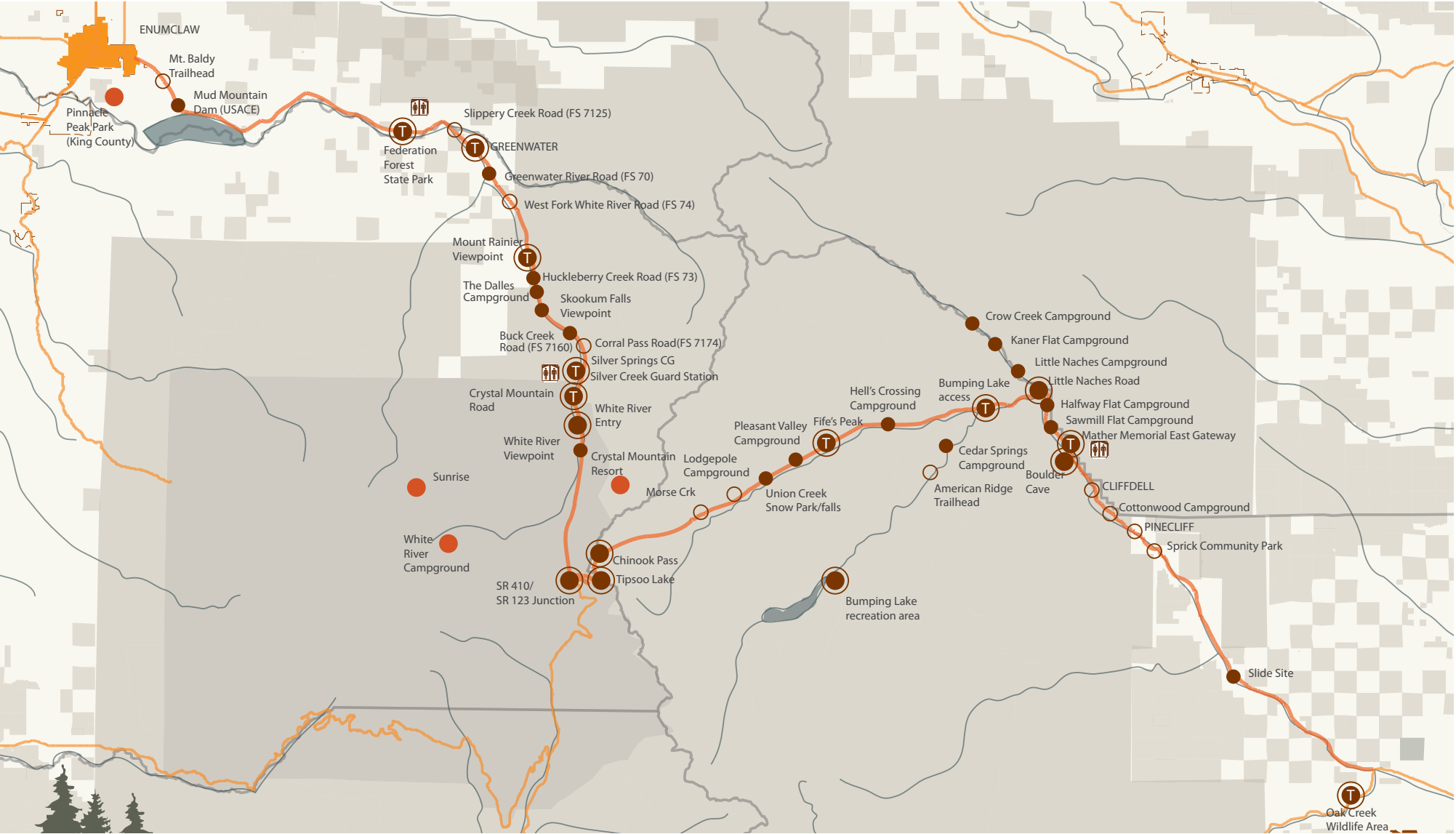
will not include activity symbols.

The Chinook Scenic Byway logo is optional for secondary destinations. The use of the logo on these signs is an opportunity to identify and distinguish sites which provide opportunities for spontaneous roadside recreation. Viewpoints, interpretive trails, short hikes, picnic areas, and similar resources could be appropriate for application of logo panels. Campgrounds, backcountry trailheads, ATV sites, and similar resources may not be as appropriate for logo signing.



Secondary destination signs should generally be smaller than signs for emphasis sites, and typically

RECOMMENDED WAYFINDING LOCATIONS



- Emphasis/ travel information site
- Emphasis site
- Secondary site
- Minor site
- Restroom location

LOCATION	CATEGORY	ADVANCE	AT SITE	NOTES
Mount Baldy Trailhead	Minor		○	Signing for this location depends on stabilization of status for access. No signing recommended unless access ok, permits easily accessible.
Mud Mountain Dam	Secondary	○		
Federation Forest State Park	Emphasis/Visitor Information	○	○	New/enhanced signage should be included in projects to improve park facilities, and consistent with services available. There is interest in developing the park's role as a gateway center/travel information area for the byway as a whole. If park capital and staffing improvements support this use then the signing content should also emphasize this function.
Slippery Creek Road (FS 7125)	Minor		○	
Greenwater	Emphasis/Visitor Information	○		Possible location for a visitor information kiosk. Should coordinate with Federation Forest improvements. Advance signing for an information kiosk should be included if the kiosk becomes a project.
Greenwater River Road (FS 70)	Secondary	○	○	
West Fork White River Road (FS 74)	Minor		○	
Mount Rainier Viewpoint	Secondary	○	○	Recommendation that this site be re-named, and visitor information be refocused on corridor wayfinding/trip planning and corridor-wide interpretive themes. Signing should be revised based on project scope.
Huckleberry Creek Road (FS 73)	Secondary	○	○	
The Dalles Campground	Secondary	○		
Skookum Falls Viewpoint	Secondary			Existing signing fine, no need for replacement.
Buck Creek Road (FS 7160)	Secondary	○	○	
Corral Pass Road (FS 7174)	Minor		○	
Silver Springs Campground	Secondary	○		
Silver Creek Guard Station	Emphasis/Visitor Information	○		
Crystal Mountain Road	Emphasis/Visitor Information	○		
White River Entry	Emphasis			Existing signing fine, no need for replacement.

LOCATION	CATEGORY	ADVANCE	AT TURN	NOTES
White River Viewpoint		○		
SR 410 / SR 123 Junction	Emphasis	○	○	Develop site specific plan for this location. Opportunity to revise existing signing to separate eastbound advance sign into two signs. Evaluate most effective destination messages.
Tipsoo Lake	Emphasis/Visitor Information			Existing advance sign is small, and only includes picnic symbol. Probably doesn't need replacement.
Chinook Pass	Emphasis/Visitor Information			Signing not necessary – good visibility.
Morse Creek	Minor			
Lodgepole Campground	Minor			
Union Creek Falls/Snow Park	Secondary	○		
Pleasant Valley Campground	Secondary	○		
Fife's Peak		○	○	
Hell's Crossing Campground	Secondary	○		
Bumping Lake Road	Emphasis/Visitor Information	○	○	Consider separating advance signing into two signs if there are appropriate locations.
Little Naches Road	Emphasis	○	○	
Halfway Flat Campground	Secondary	○		
Sawmill Flat Campground	Secondary	○		
Mather Memorial East Gateway		○	○	
Boulder Cave	Emphasis	○	○	Boulder Cave is a complex destination, with multiple features and seasonal closures. It is also one of the most popular destinations on the byway. Consider separating advance signing for the camp and cave features.
Cliffdell	Minor		○	Potential for a community gateway sign
Cottonwood Campground	Minor		○	
Chinook Work Station	Emphasis/Visitor Information			Potential location for an unmanned trip planning/visitor information site, possibly in partnership with Pinecliff stakeholders. Include advance signing if the project moves forward.
Sprick Community Park	Minor			Coordinate with owners for appropriate signing
Oak Creek Wildlife Area				Recommended project to improve visitor information at Oak Creek main parking area/visitor center. Coordinate signing with project development; partner with White Pass Scenic Byway.



SITE IDENTIFIER SIGN GUIDELINES

RECOGNIZING AGENCY ROLES & MAINTAINING MATHER CONTINUITY

As described earlier, the blue site signs that were established as a standard for the Mather have had mixed results. They are effective in establishing a unified character to the roadway. However, they also obscure agency management roles. As another element to improve visitor information along the corridor, the guidelines for site identifier signage propose phasing out the blue sign panels and replacing them with panels that reflect the design guidelines of the management

agency responsible for the site. Some of the Mather's consistent character is maintained by continuing use of the distinctive stone bases that were developed in the Mather guidelines, along with the slightly undersized dimensions of the Mather signs.



The blue Mather Memorial Parkway signs downplayed agency identity, and have had durability issues.



The proposed guidelines maintain the characteristic stone base from the Mather designs, but replace the uniform blue signs with signs that recognize the site's management agency.



GATEWAYS GUIDELINES

SETTING THE STAGE

Gateway signs provide some wayfinding benefit, but their primary purposes are to celebrate the entry into a special place and calibrate the expectations of byway travelers. They mark especially important locations along the byway.

As described earlier, the Chinook has a diverse set of gateway types currently in place. This is a complex design language, and although there is variety within the gateway types, each of them also has a positive design character. Many of them also have historic connections to different eras of the roadway. As gateways are added to the byway or existing gateways maintained, the recommendation is to support the diversity of gateway designs in the corridor, and take cues from different historical models when considering new gateways.

Location, design, and construction of new gateways is a major effort. Unlike standard traffic signs, gateways must be located far enough from the roadway that they are unlikely to be struck by a vehicle. They also need to convey the desired character for the roadway while being durable – hopefully they will have a long life alongside the road.

GATEWAY GUIDELINES

Like the current gateways, new gateways should be constructed of traditional materials – primarily a combination of wood and stone – and be compatible with the excellent examples of rustic design already in the corridor.

One of the characteristics of the current gateways in the corridor is a generally horizontal design. New designs that are consistent with

this proportioning would be a strong start for achieving consistency within the corridor. It may, however, be difficult to fit a wider design into the available roadside space, given the required safety setback from the roadway.

One of the goals for the Chinook is to raise awareness of the byway's identity. Gateways at the entry to the byway should feature the byway logo prominently, while it may be appropriate to incorporate the byway logo as a secondary element at other gateways.

Character examples for two types of gateways are shown below. There are several design possibilities for the corridor gateways that would be located at each end of the byway. Preferably, they would feature a horizontal layout similar to other gateway elements along the byway. However, limited opportunities for locating signs could require a more vertical design.

A second example shows potential strategies for minor redesigns of the current Mather Memorial Parkway gateway installations at each end of the Mather.

Several stakeholders have commented that the existing installations are too stark, and the Mather logo too subtle to read from the highway. The gateway on the east side of the Mather across from the historic work center is in relatively good shape. The installation on the west end is in shade, and the Mather logo is currently obscured by darkening of the stone, likely from moss growth. There are a range of possibilities for retrofitting the current Mather gateways if there is interest.





BYWAY GATEWAYS - HORIZONTAL DESIGN EMPHASIS

Horizontal gateway concepts incorporate a stone base and wood primary sign. The Chinook logo is prominent on the stone portion of the gateway. The shape and proportion of each of the signs takes design cues from other major signs in the corridor.





BYWAY GATEWAYS - VERTICAL DESIGN EMPHASIS

These examples of more vertically-oriented designs have less similarity to corridor precedents, however site restrictions may make it difficult to install horizontally oriented signs. These designs use a similar stone and wood materials palette, and wouldn't feel out of place as new byway elements.





MATHER MEMORIAL GATEWAY MINOR RETROFIT

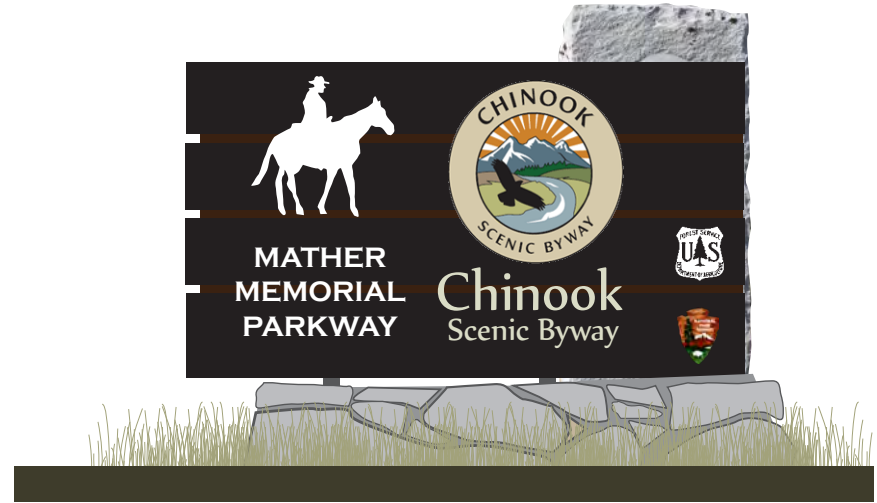
This approach to the Mather Gateways introduces a new sign panel on the existing stone, using overscaled metal strapping to connect the panel to the stone. This approach would allow the installation of a more prominent sign that would feature the Mather logo as a primary element, and the Chinook logo as a secondary element.



MATHER MEMORIAL GATEWAY ASSEMBLAGE

This approach to the Mather Gateways would add a new stone element to the existing locations with the Chinook logo. This would provide an opportunity to add the Chinook logo as a secondary element at the Mather Gateways without modifying the existing gateway elements themselves.





MATHER MEMORIAL GATEWAY MAJOR RETROFIT

This approach to the Mather Gateways incorporates the existing gateway into a larger installation, featuring an expanded, more horizontal, stone base and a new larger sign panel that either overlaps or is adjacent to the existing column.







INTERPRETIVE FRAMEWORK

CHINOOK SCENIC BYWAY CORRIDOR MANAGEMENT PLAN





CHINOOK SCENIC BYWAY INTERPRETIVE FRAMEWORK

BACKGROUND

The Chinook Scenic Byway is a diverse travel experience, providing visitors with opportunities to view and experience a variety of different ecotypes, land uses and management activities, and heritage resources. At the same time, the byway is relatively contained, with few entry/exit points and a remarkably consistent roadway character.

Interpretation along the byway is an important part of the visitor experience, enhancing the traveler's understanding and appreciation of byway resources. Interpretation is also an integral component of resource management and visitor services for the various land management agencies in the byway.

Currently, the byway has relatively robust interpretive installations, including interpretive centers at Federation Forest State Park and Sunrise, and interpretive displays located throughout the corridor – mostly developed as part of the Mather Memorial Parkway reconstruction project.

The 2015 redevelopment of the Federation Forest interpretive center is an important enhancement to the visitor opportunities in the corridor. Federation Forest is one of the byway's significant interpretive locations, and the revitalized interpretive focus at the park will improve the effectiveness of the park as a site that provides in-depth interpretive opportunities for several of the byway's key themes.

Although the byway has a strong inventory of interpretive sites, there are several issues and opportunities for maintaining and enhancing the interpretive experience for visitors. Many existing sites, developed during the Mather Memorial Parkway redevelopment project, are becoming dated in their style and messaging. Updated displays should be considered for many of these sites within the next decade. At the same time, electronic delivery of interpretive information is becoming more common, and offers opportunities to provide rich interpretive messaging without the capital costs of fixed wayside displays.

OUR AUDIENCE – VISITORS AND VISITATION PATTERNS FOR THE BYWAY

Visitors travel the byway with different itineraries and personal goals. Many byway visitors only travel part of the way, and most byway visitors will only visit a few interpretive locations during their visit. At the same time, visitors generally appreciate interpretation, with surveys showing that visitors enjoy their trip more when they have an opportunity to learn about their surroundings. Interpretation can create a stronger emotional connection between visitors and place, and potentially motivate future return visits and improved stewardship behaviors.

MOUNT RAINIER VISITORS

The Chinook is a gateway to both White River and Stevens Canyon entrances to the park,





and is leg of several potential loop trips incorporating the park as a destination.

Mount Rainier NP has the best visitor available information on visitor characteristics, having completed a major visitor study in 2012. The results of the visitor study are challenging to interpret, and the attempts at summarizing typical visitor behaviors below should be looked at with some skepticism. Some of the interesting results from the survey and implications for interpretive experiences include:

Overall visitor characteristics:

- 42% of visitor groups stayed overnight either within the park or within 30 miles of the park. Almost half of all park visitors have more than a single day to visit locations in and around the park.
- Almost 60% of visitors were from Washington State – over 40% of visitors were from outside of Washington. Almost 10% were from Oregon and California.
- For visitors from Washington State, 70% were from Puget Sound area counties. Only 3% of visitors each originated in Yakima or Benton Counties.
- Day hiking is the most important activity for Mount Rainier visitors. Driving to view scenery is second.

Tipsoo Lake Visitors:

- 13% of park visitors stopped at Tipsoo Lake.
- More Tipsoo Lake visitors also visited Paradise (43%) than Sunrise (36%). One-third of Tipsoo visitors also visited Ohanapecosh.
- Tipsoo Lake was the first stop in the park for over 40% of visitors.

Sunrise Visitors:

- Over half (55%) of Sunrise visitors also visited Paradise during their trip.
- About one-fifth of Sunrise visitors also visited Tipsoo.

(Very) Tentative Generalizations:

Many park visitors will enter the byway from the north, and the majority will enter the park at White River on the way to Sunrise. These travelers will typically only visit the section of the byway between Enumclaw and the White River entrance, and will travel this segment in both directions.

Some park visitors will enter the park at Stevens Canyon. These visitors will travel the segment of the byway between Enumclaw and the SR 410/SR 123 intersection. These travelers may have stopped at Sunrise on their way to the Stevens Canyon Entry. Many of these visitors will only travel southbound on the byway, completing their trip via a different route after traveling through the park and exiting at the Nisqually entrance. Few travelers motivated by a trip to Mount Rainier will drive the entire byway to Naches. Some travelers will visit Tipsoo and possibly Chinook Pass, then return to the northern leg of the byway.

BYWAY DESTINATION TRAVELERS (MORE SPECULATION...)

For many visitors the byway itself is a destination, either as a single or multi-day trip. Currently, there are two major lodging zones on the byway. On the west side, multi-day travelers will typically stay between Greenwater and Crystal Mountain, while on the east side most travelers will stay in one of the lodging or camping opportunities in the Nile





Interpretive display at Fife's Peak viewpoint



Valley. Both of these lodging areas are well-located for day trips that take advantage of nearby recreation settings.

Whether single-day or multi-day, visitors whose primary trip activity is scenic touring are likely to stop at several different roadside locations, and may also take the opportunity to visit Sunrise, and take short hikes along the byway. Their itinerary may be one-way, taking advantage of a different route for their return trip, or include a shorter segment of the byway as an out-and-back trip. Short hikes with trailheads on or near the byway will be popular activities.

RECREATION SITE VISITORS

The byway provides access to popular recreation settings for most of its length. For many travelers a specific recreation site will be their primary byway destination. Given the diverse locations and activities available along the byway it is hard to generalize about itineraries and visitor behaviors.

Visitors with a defined goal – whether a hike, fishing location, other day-use activity – tend to be very focused on their destination as they travel to the activity, making it hard to attract them to waysides or other interpretive locations. If destination-focused travelers do stop on their way to their activity it tends to be for last-minute information on wayfinding, conditions, or for permits. These travelers tend to be much more available for unplanned activities during their return trip, when they may have more time than expected following their primary activity.

Travelers visiting the byway to participate in a single, pre-planned

recreation activity are likely to follow an out-and-back itinerary, rather than driving the entire byway or making their return via a loop opportunity.

INTERPRETATION IN THE CONTEXT OF THE INTERNET

We are in a transitional moment for interpretation. The internet plays an increasingly central role in providing and mediating access to information, and is changing the patterns and expectations that visitors bring to consuming information. At the same time most examples of newer technologies applied to resource interpretation have been clunky and awkward, without successfully offering the kind of rich content, ease of use, and diverse formats that visitors are coming to expect.

Often dynamic, highly visual, and offering a much higher level of control for a personalized experience, information from the internet can be rich and rewarding, although it can also be factually suspect and incomplete. Users enjoy the depth of information they can find on the internet, and the degree of control they have to follow their own search paths and make unexpected discoveries. As participants in the Chinook Scenic Byway interpretive workshop noted, visitors are also less satisfied being offered a single viewpoint on an interpretive topic, and are becoming more and more skeptical of information offered from a single “authoritative” voice. The internet has allowed access to diverse voices on nearly every imaginable topic.





As a community, interpreters recognize many of these changes in visitor expectations, but have struggled to find a new paradigm that can meet those expectations in real world settings. There is still a legitimate interest in shaping the messages and experience available to visitors in a way that is authentic to the resource and consistent with agency goals. However, there is clearly a tension between the role of the interpreter in shaping the message and the desire from visitors to follow their own interests.

ADAPTING TO NEW OPPORTUNITIES FOR INTERPRETATION AND INFORMATION SHARING

The Chinook has a relatively high number of developed interpretive displays at waysides and trailheads in the corridor, along with the interpretive center at Federation Forest State Park. Many of these waysides were installed during the Mather reconstruction and feature hand-illustrated graphics on porcelain enamel panels, grouted into stone displays.

Waysides installed as part of the Mather reconstruction are in excellent physical condition, but the style and content of the Mather fixed displays are increasingly dated.

A proposed interpretive program for the byway follows two tracks – updating existing waysides (likely completed incrementally rather than as a single major project), and developing new media that will be accessible through mobile devices.

Delivery of interpretive information through mobile devices has a range of potential features that can't be provided through fixed displays – for example opportunities to provide more in-depth interpretive stories, opportunities for choice of interpretive topics, multi-media, virtual reality displays, and others.

INTERPRETIVE SYSTEM FRAMEWORK

Interpretive information for the byway is delivered by different agencies/stakeholders, in different locations, and with different media. The byway plan is intended to provide a general roadmap to implementing interpretation for byway travelers. More than most other byways, the Mather improvements have created a consistent look and feel for roadside visitor locations. As we look to the future, we need to decide how much coordination of interpretive information is desirable and sustainable.

There is an opportunity to develop corridor-wide themes, implemented with differing stories along the route. These could include:

- Changes in ecotypes as they vary with elevation/east-to-west
- History of the route with specific examples at interpretive sites
- Public lands management
- Native cultures

Some questions for future interpretation include:

- How strongly should the Stephen Mather story feature in interpretation along the byway?
- How much should the history of the road and its design philosophy feature?

The interpretive elements along the byway are generally in the care of agencies with extensive expertise in development of interpretive displays. The challenge for the byway over time has been to maintain effective interagency coordination and communication. Development of a framework for themes, messaging, design





guidelines, and coordination protocols would be a strong step in delivering effective interpretation throughout the byway.

GOALS

- Coordinate the development and renovation of interpretive displays between agency stakeholders.
- Continue to provide effective interpretation to enhance the byway experience. Update interpretive waysides as an ongoing part of site maintenance/renovation.
- Balance interpretation of corridor-wide themes with specific location-based stories.
- Motivate visitors to seek out and experience nearby recreation sites.
- Pilot implementation of alternative delivery methods at interpretive sites – particularly access to interpretive experiences via mobile devices.
- Incorporate emerging issues into interpretive messaging, particularly climate change and its potential differential impacts to the corridor's diverse biological communities/ecotypes.

OBJECTIVES

- Coordinate the interpretation of corridor-wide resources at different sites along the byway.
- Develop interpretive materials for mobile access, either by providing on-site wifi access or taking advantage of future cellular data service.
- Develop traveler wayfinding displays to complement wayside interpretation where there's space.

- Continue to recognize Stephen Tyng Mather and interpret the history of the road, but as a secondary story in relation to interpreting the byway's natural setting.

STATEMENTS OF SIGNIFICANCE

- The Chinook Scenic Byway provides a scenic drive through Washington State's most extensive transect of protected lands from the west to east side of the Cascade Crest.
- The segment of roadway including the Mather Memorial Parkway is recognized as one of the most effectively designed scenic roads in the nation, developed with exceptional sensitivity to views and roadside landscapes.
- Although not the highest elevation pass in the state, the roadway through Chinook Pass provides the most immersive experience in a protected subalpine landscape.
- The rivers, forests, and subalpine landscape settings for the byway were used extensively by Native American peoples for thousands of years before non-native contact and presence in the corridor.
- The corridor was an important trans-Cascade route for early non-native settlers, connecting the east side and south Puget Sound.
- The corridor is an exceptional historic landscape, with Chinook Scenic Byway through Mount Rainier National representing has historical associations with significant individuals, including Justice William O. Douglas, and Director of the National Park Service Stephen Tyng Mather.





DESIGN GUIDELINES

The majority of the interpretive panels developed during the Mather Memorial reconstruction project used an identical template, with “Mather Memorial Parkway” as the most prominent headline on each sign. In general, as these signs are replaced the plan recommends breaking away from the uniform template that was used in the reconstruction, and allowing agency-specific design for new panels. Smaller, subtler unifying design elements could include the Chinook Scenic Byway logo and Mather Memorial Parkway logo.

It may also improve the interpretive experience to use common identifying visual elements for interpretive stories that feature corridor-wide themes. For example, uniform icons could be used for stories that focused on natural history, significant historical figures, or the history of travel along the corridor.

COORDINATION

Interpretative waysides are not typically top-line priorities for byway management agencies. Given the realities of staffing changes, infrequent attention to interpretive displays, and the complexity of delivering interpretive displays in the context of larger capital projects, coordination between individual new displays and a corridor-wide framework can be difficult to deliver. Renovation of interpretive displays in the corridor is expected to be a gradual process, and should be considered as a component of improvement projects as sites are redeveloped or selected for major maintenance. Development of interpretive displays would benefit from coordination as they are planned and developed over time.

Suggested practices for coordination:

- Each agency should have access to visual records for each of the wayside interpretive displays along the byway. This could be maintained electronically, or could be something as simple as a binder.
- If possible, either the park or one of the forests could take a lead role in developing and maintaining the visual interpretive inventory, and proactively checking in periodically to identify issues or opportunities. Periodic check-ins could also be part of more comprehensive coordination for public information updates, including wayfinding, trip planning, and temporary conditions including site/access closures.
- The planning process for a new or revised interpretive display should include early





informal coordination with interpretive leads from Mount Rainier NP, the two National Forests, Federation Forest SP, and potentially Washington State Fish and Wildlife. Early coordination would serve as an informal scoping process, identifying concerns and opportunities, and establishing how much coordinated review might be appropriate as the interpretive materials are developed.

- At a minimum, after an initial kickoff, advanced drafts of interpretive materials should be shared among key stakeholders to identify any potential issues prior to fabrication and installation.

Coordination isn't intended to be complex or overly formal. In practice most coordination would likely be limited to an initial phone call to go over the goals, topics, and likely story points, then a final courtesy review before implementation.

