

Volume I



Stevens Pass Greenway

Corridor Management Plan



June 30, 1999

Stevens Pass Greenway

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Stevens Pass Greenway

Corridor Overview & Description

The Stevens Pass Greenway encompasses an exceptionally scenic section of US Highway 2 extending from Puget Sound, through the City of Everett, across Western Washington's agricultural lands, over the Cascade Mountains through Stevens Pass, through Eastern Washington's orchard country to the city of Wenatchee and the Columbia River. US 2 is primarily a two-lane roadway paralleling the Burlington Northern and Santa Fe Railroad and a number of significant, scenic rivers. It is notably one of only two, year-round passes traversing the Cascades in Washington State. The railroad, roadway and rivers interweave as they cut through pastoral valleys, forested mountains and desert canyon lands. The Corridor Management Plan specifically addresses the area within the corridor viewshed from mountain ridgeline to ridgeline alongside US 2 and stretching from the towns of Monroe to Peshastin.



Representing a diverse, visually appealing corridor, US 2 is characterized by expansive views of agricultural lands on both sides of the Pass, spectacular views of the Cascade mountains - often sheer rock walls at higher elevations, waterfalls, high mountain meadows, rushing rivers and snow-capped landforms. Wildlife, rich natural resources, and nationally and regionally significant cultural and historic features are available for the enjoyment of all travelers. Numerous and varied recreational opportunities attract visitors year-round.

The Corridor Management Plan (CMP) provides direction to the Greenway Board when working toward preservation and enhancement of the corridor for the benefit of tourism and economic development. This plan was produced as a cooperative effort between the Greenway Board, the Washington State Department of Transportation and the consultant team of landscape architects and planners. The plan responds to the Federal Highway Administration's required "14 Points", which are the key elements that a CMP must exhibit to qualify for National Scenic Byway status.

Grass Roots Effort

The Stevens Pass Greenway grass roots volunteer effort began in 1993 with a small group of interested citizens. The intent was to form a private, non-profit organization that would represent and coordinate Greenway interests from Everett to Wenatchee. The Greenway assumed the lead oversight role for this effort, while partnering with WSDOT, USFS, local agencies, other scenic byway organizations and local service groups. The Greenway soon successfully acquired a Fiscal Year 1994 ISTEA grant to fund initial mapping, development of a logo, development of an organizational strategy and vision statement and public involvement efforts. The Greenway organization formally adopted bylaws at its first meeting of the Board of

Directors in May 1994. By 1996 the Board had applied for a Fiscal Year 1997 Scenic Byway Program grant to fund preparation of a National Scenic Byways Corridor Management Plan. In the application, the Greenway was "envisioned as a linked system of green places, encompassing communities and working landscapes along the US 2 Stevens Pass Highway, that will enhance the quality of life for residents and visitors alike". The stated intent was to produce a Corridor Management Plan that:

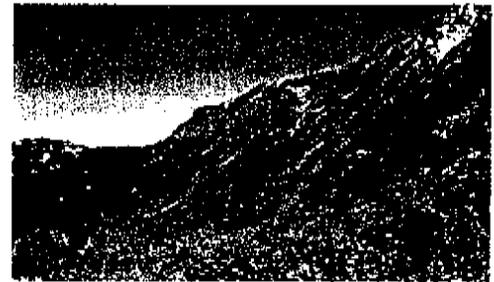
- Becomes a national model for corridor management planning;
- Promotes the Greenway's goals, as well as economic development, commerce and tourism efforts within the region; and,
- Promotes preservation, enhancement and public appreciation of scenic, aesthetic, cultural, historic and natural resources throughout the corridor management planning area.

It was also stated that "The Greenway organization will provide the regional mechanism for linking the efforts of communities, public agencies and private groups toward the achievement of Greenway goals, while recognizing the unique contributions and strengths of individual agencies and organizations, and the self-defined character of each community within the Greenway". Enhanced efficiency and coordination of regional, corridor-wide transportation planning and economic development were seen as significant goals.

The successful procurement of the 1997 grant made possible the preparation of this Volume I of the CMP.

United States Forest Service Scenic Byway

In 1991 the Skykomish Ranger District nominated US 2 from Goldbar to Leavenworth for National Forest Scenic Byway status. The USFS recognized the grandeur of the highway corridor through 69 miles of national forestlands by designating the highway as the Stevens Pass Scenic Byway in 1992. The Stevens Pass Scenic Byway Management Strategy was then developed in 1993. The Strategy document has several purposes:



- To showcase outstanding National Forest scenery;
- To meet the growing demand of driving for pleasure as a significant recreation use; and
- To increase the use of the National Forests by non-traditional users.

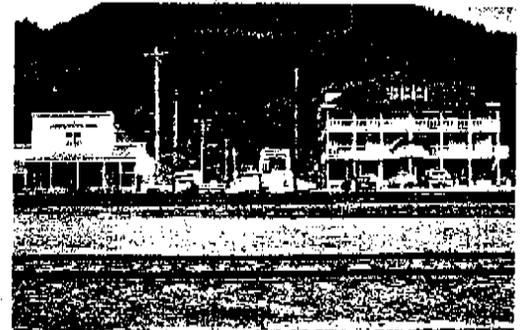
The USFS vision for the Byway focuses on maintaining spectacular scenery, rich cultural history, and a multitude of recreational experiences for travelers year-round. Management recommendations were generated as "a compilation of ideas and concerns that were generated during the Byway public meetings". (USFS Stevens Pass Greenway Management Strategy, 1993)

Emphasis was placed on a coordinated, long-range planning effort. The agency recommended that a Byway Planning Committee be formed to carry out implementation of all aspects of the Byway's future—both the USFS segment and the other portions. The USFS participates actively in the Greenway organization, which now coordinates the desired long-range implementation function.

Counties, Cities, Towns, Villages

The cities, towns and villages that exist along the corridor offer the traveler a wealth of experiences and opportunities for investigating how both agricultural and mountain communities have evolved, whether located east or west of the Cascades. Starting on the west and moving to the east, they include:

- Everett
- Monroe
- Sultan
- Startup
- Gold Bar
- Index
- Baring
- Skykomish
- Merrit
- Coles Corner
- Leavenworth
- Peshastin
- Dryden
- Cashmere
- Monitor
- Wenatchee



The major population centers are located on either end of the corridor – in Everett and Wenatchee. The largest communities within the interior of the Greenway are Leavenworth and Monroe. The other communities have a variety of history behind their development. Many towns formed during the construction of the railroad and tunnels, others through logging, and some formed with the construction of major irrigation systems.

Corridor Length: Everett to Wenatchee

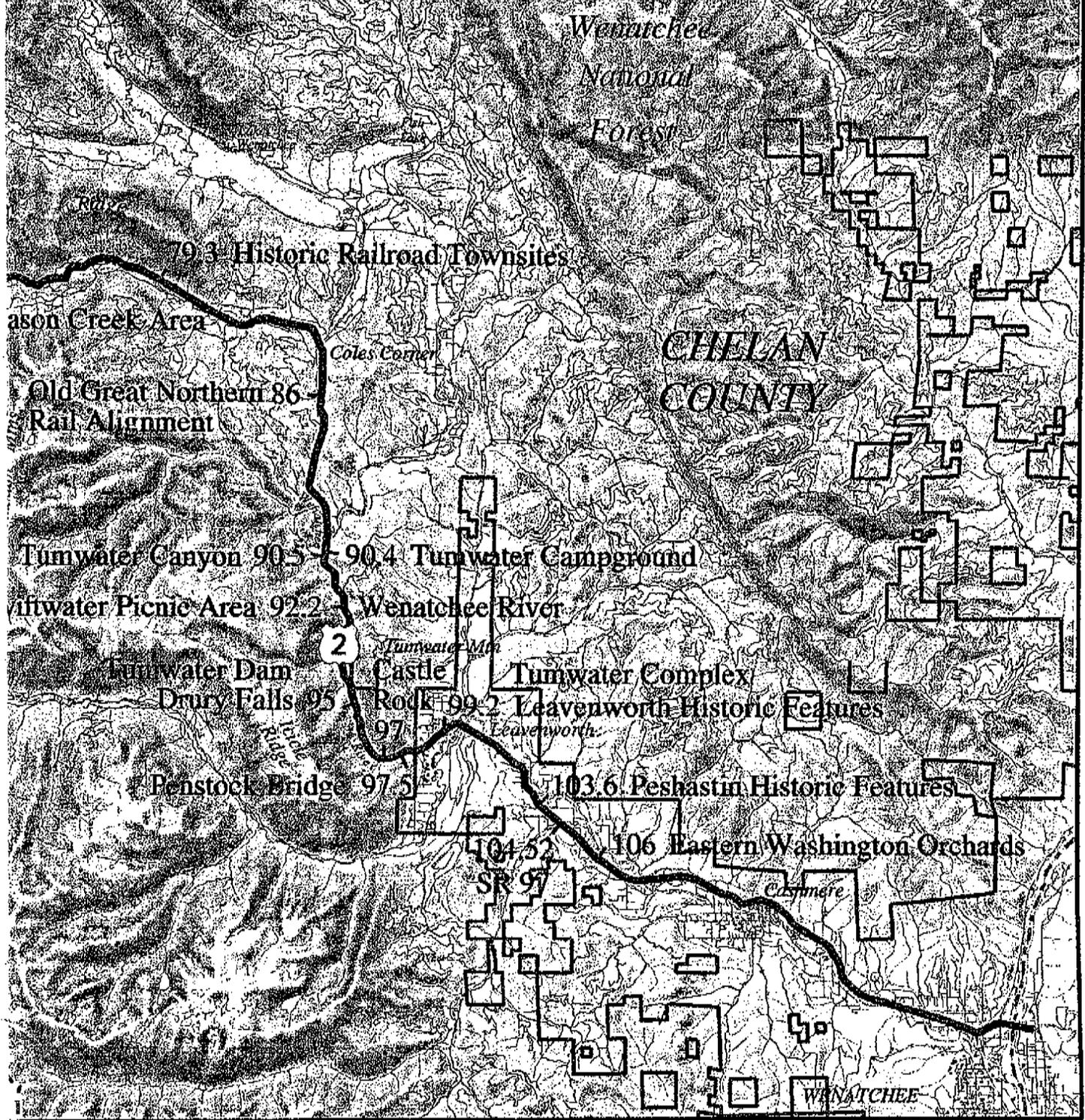
The long-term vision for the Stevens Pass Greenway is to achieve National Scenic Byway designation for the corridor from Puget Sound (at Everett) to the Columbia River (at Wenatchee or Waterville). The Board sees this as demonstrating a “water-to-water” or “Sound-to-river” approach.

This phase of the Corridor Management Planning process, however, is based on the project description in the 1997 Grant Application and covers the portion of the corridor between Monroe, at milepost 15.37, to Peshastin, at milepost 104.5, a distance of nearly ninety (90) miles. Future planning will complete the assignment of incorporating the remaining sections of the highway not specifically addressed in this study.

Corridor Map

The topographic relief map on the following page, entitled “Significant Intrinsic Quality Resources by Milepost”, illustrates corridor topography and town locations, jurisdictional boundaries, rivers and mountains and nationally significant intrinsic qualities by milepost. Snohomish County Geographic Information Services produced the intrinsic qualities mapping, and the scenic assessment maps found in this document

Significant Intrinsic Quality Resources by Milepost



Stevens Pass Greenway

Corridor Management Plan Preparation

Team Organization

The Stevens Pass Greenway Corridor Management Plan is a result of close collaboration between the Greenway Board, Washington State Department of Transportation staff and the Consultant team. Begun in November 1997, Volume I was completed in June 1999.

SPG Board

Consisting entirely of volunteers, the Stevens Pass Greenway Board is representative of the entire length of the scenic byway, from Everett to Wenatchee. Hard work, often long-hours, dedication and a belief in the benefits-to-come characterize the Board members' involvement in this project.

WSDOT

The Washington State Department of Transportation has provided support from several offices, helping the project to move forward. These include the Northwest Region office and the Olympia office. From Olympia, the Heritage Corridors office staff was most supportive. The Northwest Region office has supported the CMP process by administering the contract and participating in many of the Board's workshops and sessions.

Consultant team

Providing all professional consulting services according to a contract with WSDOT, the consultant team consisted of HNTB, a multi-disciplinary architectural/engineering firm as prime consultant providing contract management, public meeting and report graphics, final inventory of intrinsic qualities, project list and report, scenic qualities assessment and final report editing and production; Fred Glick Associates, providing project management, process facilitation, public meeting facilitation, corridor and urban planning services, executive summary narrative, scenic qualities assessment, and scenic qualities and development strategies; McGowan Environmental, providing recreation and tourism report and strategies; Historic Research Associates, Inc., providing the historic and cultural report and research services; Conservation Strategies, Inc., providing wildlife habitat and watchable wildlife research and report; and Pacific Rim Resources, providing public involvement and marketing services.

CMP Organization

Organization of the Corridor Management Plan has been designed to be quite simple. The overall CMP consists of two volumes. Volume I has been produced by the consultant team, and corresponds to five of the federally required "14 Points". Volume II was produced by WSDOT and the Greenway Board and includes the remaining nine requirements of the 14 Points. The Executive Summary of Volume I is organized into a "user-

friendly" document summarizing intrinsic qualities assessments, management and development strategies, and projects resulting from the 18-month Stevens Pass Greenway Corridor Management Plan development. It includes narrative text sections and mapping and documentation in the following intrinsic qualities categories: Scenic, Recreational, Historic and Natural (primarily wildlife habitat and watchable wildlife). An Appendix is included with Volume I, incorporating full inventories, lists, reports and graphics produced by the consultants as part of the plan. The materials contained within the Volume I directly satisfy specific requirements of the FHWA 14 Points. The requirements are:

- Maps – Included in this CMP with the assistance of Snohomish County GIS (Point #1);
- Intrinsic Quality Assessment – The following documents make up the Intrinsic Qualities Assessment (Point #2)
 - a. Intrinsic Qualities Inventory in Appendix A,
 - b. Scenic Qualities Assessment in Appendix B,
 - c. Recreation Assessment in Appendix C,
 - d. Historic and Cultural Resources Assessment in Appendix D,
 - e. Watchable Wildlife Report (Natural Qualities Assessment) in Appendix E.
- Intrinsic Quality Management Strategy – the Management Approach for Scenic and Recreation Intrinsic Qualities can be found in Appendix F. (Point #3);
- Public Participation Plan – Included in Appendix G. (Point #4); and
- Development Plan – the Public And Private Development Enhancement and Proposed New Development Strategies and Recreation and Tourism Strategies complete this requirement and are included in Appendix H. (Point #7)

Some additional work products included in Volume I and prepared by the consulting team with the close assistance of the Board support FHWA requirements that are covered in full in Volume II. These work products apply to the Visitor Experience Plan (Point #11), the General Review of the Road (Point #5) and the Interpretation Plan (Point #14). They are are:

- Project Master List and Selected Projects List in Appendix I.
- Top Ten Action Plan Projects narrative also in Appendix I.
- Additional project narrative descriptions and recommendations found in the individual Scenic, Recreation, Historic and Natural assessments in Appendices A-E.

Volume II, completed by the Greenway Board and WSDOT, contains 9 of the 14 Points. These are:

- General Review of Road. (Point # 5) Prepared by WSDOT staff.
- Responsibility Schedule (Point #6). Prepared by the Greenway Board.
- Outdoor Advertising Control Compliance (Point #8). Prepared by WSDOT staff.
- Commerce & Safety Plan (Point #9) Prepared by the Greenway Board.
- Sign Plan (Point #10) Prepared by WSDOT staff.
- Visitor Experience Plan (Point # 11) Prepared by the Greenway Board and supported by consultant work
- Highway Design & Maintenance Standards (Point #12) Prepared by WSDOT staff.
- Marketing Narrative (Point #13) Prepared by the Greenway Board and supported by consultant work.
- Interpretation Plan. (Point # 14) Prepared by the Greenway Board and supported by inventory and action project lists and consultant reports.

Stevens Pass Greenway

Intrinsic Qualities Inventory & Assessment

Analysis & Description

The six intrinsic qualities categories generally included in a Corridor Management Plan are Scenic, Recreational, Historic, Archaeological, Cultural and Natural. Any or all of these can be selected as the focus of a CMP. The Stevens Pass Greenway Board has prioritized Scenic and Recreation as the top two intrinsic qualities for Corridor Management Planning purposes. The Board selected Historical /Cultural as a second tier of intrinsic qualities to be evaluated for management and interpretation.

The inventory and assessment of intrinsic qualities is summarized below. The full inventory and technical reports representing this work can be found in Appendices A - E.



Intrinsic Qualities Inventory

The consulting team has assembled an exhaustive inventory of corridor resources consisting of approximately two hundred and seventy five features representing all six intrinsic qualities (located in Appendix A). The inventory includes information gathered by prior consultants and individual volunteers and additional noteworthy information gathered by the consultant team and the Greenway Board. The inventory provides the Greenway Board with a comprehensive database of these features and resources. These are currently recognized significant resources of the corridor worthy of continued preservation in coming decades and by future generations.

Scenic Qualities Assessment

The consultant team developed the Scenic Qualities Assessment in Appendix B by expanding upon the existing USFS Management Strategy scenic assessment in addition to new work. The scenic assessment notes changes in physiography, landscape characteristics, towns & cities and scenic quality. Areas located outside national forest boundaries have been described in a manner similar to those descriptions provided by the Forest Service, so that this scenic report builds upon and is internally consistent with the USFS report. The scenic assessment has also been formatted in a manner consistent with the Federal Highway Administration's visual assessment approach.

Landscape Units & Landscape Types

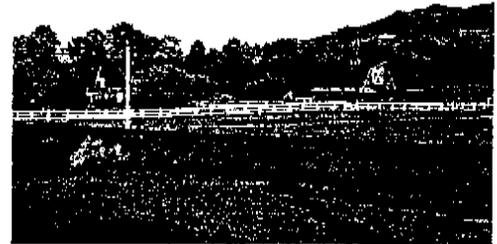
The scenic assessment is organized into Landscape Units and Landscape Types, which are sub-areas of the outdoor landscape that have common visual characteristics. Each Landscape Type is qualified by a narrative statement describing its landscape character, followed by bullet points describing the visual experience of a traveler on US 2, moving from west to east, starting at Monroe and driving to Wenatchee. Landscape units are usually regional in scale; landscape types are generally more localized in scale. The corridor has been segmented into three primary landscape units:

- A. Western Washington Farmlands and Cascade Foothills
- B. Cascade Mountains
- C. Canyons, Drylands, and Eastern Washington Orchards

The three landscape units have been further segmented into fourteen landscape types:

Landscape Unit A: Western Washington Farmlands and Cascade Foothills

- 1. Landscape Type: Monroe MP 12.7 – 15.37
- 2. Landscape Type: Woods Creek Bridge to Sultan MP 15.37 – 22.0
- 3. Landscape Type: Sultan to Sultan Basin Road MP 22.0 – 23.0
- 4. Landscape Type: Sultan Basin Road to Startup MP 22.0 – 25.56
- 5. Landscape Type: Startup to Kellog Lake Road MP 25.56 – 26.33
- 6. Landscape Type: Kellog Lake Road to Gold Bar MP 26.33 – 28.72



Landscape Unit B: Cascade Mountains

- 7. Landscape Type: Gold Bar to High Bridge at Big Eddy MP 28.72 – 30.23
- 8. Landscape Type: High Bridge at Big Eddy to Alpine Falls MP 30.23 – 54.45
- 9. Landscape Type: Alpine Falls to Henry Creek MP 54.45 – 71.42
- 10. Landscape Type: Henry Creek to White Pine Creek MP 71.42 – 78.28
- 11. Landscape Type: White Pine Creek to Tumwater Campground MP 78.28 – 90.44

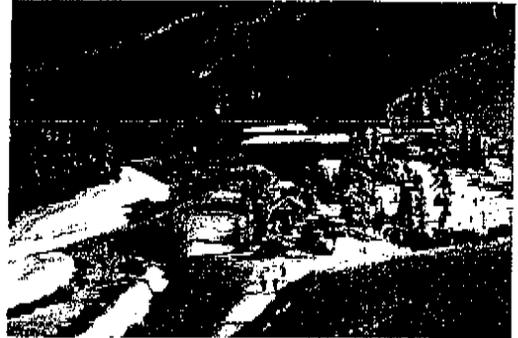


Landscape Unit C: Canyons, Drylands, and Eastern Washington Orchards

- 12. Landscape Type: Tumwater Campground to Leavenworth 90.44 – 99.20
- 13. Landscape Type: Leavenworth MP 99.20 – 101.0
- 14. Landscape Type: Leavenworth to Peshastin MP 101.0 – 104.5

Recreation Qualities Assessment

Winter recreation activities such as downhill and cross country skiing, snowmobiling and snowshoeing and summer activities such as hiking, fishing, kayaking and driving for pleasure are among the many excellent recreation resources in the corridor. A tourism and recreation report was prepared, focusing on these resources which include many nationally significant recreation resources. The report researched and documented tourism and recreation resources and opportunities, existing and projected participation in corridor activities, conflicts between tourism and recreation uses and conflicts with other land uses. The tourism and recreation report can be found in Appendix C. A brief summary follows:



The US 2 Stevens Pass Greenway provides tremendous diversity contained within the river valley and the Cascade landscapes. This diversity is expressed in elevation and geology, vegetation and habitat, precipitation and climate, all of which combine to provide sweeping vistas and some of the most scenic areas in the State of Washington and the entire Pacific Northwest, thus offering a uniquely rich variety of opportunities for tourism and recreation.

The Greenway Corridor passes through the Mt. Baker-Snoqualmie National Forest for 27 miles west of Stevens Pass summit before entering the Wenatchee National Forest for the next 34 miles east of the summit. Numerous holdings of Washington State Parks, the Washington State Department of Natural Resources, and the Washington State Department of Fish and Wildlife are also located within the corridor. US 2 provides access to each of these, in addition to many other state recreation opportunities. Major State Park facilities within the corridor include Wallace Falls State Park, and Lake Wenatchee State Park. National resources include the Henry M. Jackson and the Alpine Lakes Wilderness Areas and the Pacific Crest Trail.

The towns and communities along the Greenway Corridor also contribute to its uniqueness. Most rural communities within the corridor west of the summit reflect their historical and on-going relationship to logging and the Great Northern Railroad (now Burlington Northern Santa Fe). East of the Stevens Pass summit, many communities reflect the influence of fruit production, logging and the railroad on their economies.

The recreational opportunities and environmental amenities provided by public lands, as well as numerous private recreation facilities make an important contribution to lifestyles and economic vitality in communities along the corridor. Because tourism has become and is expected to remain such a large component of the economic base of many of these communities, they are highly dependent on the continued variety, quality, and accessibility

of recreational opportunities. Leavenworth provides a unique and highly successful example of a tourist-based economy within the corridor; a town that re-created itself as a Bavarian Village in response to the economic opportunities afforded by tourism.

The Stevens Pass Greenway corridor encompasses the most traveled section of the 400-mile Cascade Loop, a highway route promoted by the Cascade Loop Association. The Loop route extends east from Everett on US 2 through the Greenway Corridor to Wenatchee; then north and west, re-crossing the Cascades on SR 20 and the North Cascades Scenic Byway; then south from Anacortes to Whidbey Island, where the route is completed via the Clinton-Mukilteo ferry.

US 2 is the key access route to a significant proportion of recreational areas within the central and north Cascades. Other loop roads exist along the US 2 corridor, providing the traveler with access from the main highway to other world-class recreational opportunities in the heart of the Cascade Mountains. Each of these loop roads, which begin at US 2 and return several miles down the road, increase the importance of the main highway which in essence is the only road access route to these other extraordinary recreation areas.

Historic and Cultural Resources Assessment

A Cultural Resources Report documenting the nationally significant cultural features of the corridor is featured in Appendix D. The report provides a cultural overview of the Greenway; historic themes and national register sites within the corridor; historical interpretation within the Greenway; interpretive opportunities; and management recommendations. A few of the specific historic and cultural highlights of the report follow.

The Stevens Pass Greenway encompasses nine sites listed in the National Register of Historic Places (National Register) and one National Register Historic District. The Stevens Pass Greenway has been shaped by human endeavors ranging from Native American subsistence to the construction of major interstate transportation routes. The Cultural Resources report identifies the following nine historical themes which summarize the ways in which humans have used the corridor throughout time: Native American use, mining, settlement, railroads, transportation, farming, logging, U.S. Forest Service, and recreation. The identification of the primary historical themes within the corridor will assist corridor managers in identifying additional historically significant cultural resources and provide a framework for the interpretation of important historical features and events within the Stevens Pass Greenway.

The ten-mile long Stevens Pass Historic District, which straddles the Pass following the old Great Northern Railway grade, contains a large number of prominent historical resources along the highway. The U.S. Forest Service has established interpretive panels at resting spots along the highway and hiking trails to access the district on each side of the Pass.



Additional properties that are eligible for the National Register exist within the corridor but have not been recorded. Coordination with interested parties will assist in the identification of additional interpretive sites and increase public awareness of local history.

Federal historic preservation legislation protects properties that are eligible for the National Register by requiring development projects that require federal involvement to take into account the impacts a project will have on historic properties. Historically significant properties that are privately held are generally not protected under such legislation. The state, county, and local governments also offer historic preservation legislation that affects resources within the corridor. Protection of historic resources can be enhanced through public education about the value of historic preservation and through economic incentives for the rehabilitation of historic properties. The Stevens Pass Greenway may play a major role in identifying and preserving additional cultural resources within the Stevens Pass Greenway.



Stevens Pass Greenway

Management of the Stevens Pass Greenway Intrinsic Qualities

Several ways by which the Stevens Pass Greenway's intrinsic qualities can be managed successfully include implementation of the following: the Greenway's Vision and Goals, the Intrinsic Qualities Management Strategy, the Development Plan and the Greenway's Action Projects. In 1994 the Greenway Board developed a vision statement and nine overall corridor goals:

- Sustain the special Northwest character, heritage, resources and features of the corridor.
- Keep rivers and streams within the corridor flowing with clean water.
- Protect fish and wildlife and their associated habitats and identify and enhance important habitat corridors.
- Promote understanding of the connection between natural resources, open spaces, economic opportunity and community values.
- Promote and enhance public use of the corridor while respecting individual property rights, public property, and the interests of local cities and communities.
- Promote recognition of the historical, recreational, and commercial importance of rail and automobile transportation along the corridor and increase use and awareness of alternate forms of transportation.
- Encourage the development of recreational, scenic and tourism opportunities.
- Support working farms and forests within the corridor.
- Promote cooperation and understanding of greenway values within the Stevens Pass corridor.

Intrinsic Qualities Management Strategy

The combination of the Greenway's diverse, spectacular scenery and numerous instances of wonderful local character offer visitors and residents alike a setting worthy of preservation and enhancement. The careful stewardship of this setting will provide increased opportunities for economic benefits to corridor communities, residents and businesses in future decades. Coincidentally, well-intentioned and carefully managed efforts will continue to bring a sense of pride to the growing populations among the Greenway's communities. The vehicle for managing the Greenway's intrinsic qualities consists of a program of management goals and objectives based on the above Greenway Vision and Goals. The approach describes implementation measures necessary to realize the objectives. The Management Strategy outlines an overall attitude, a spirit, a mindset and/or a series of management guidelines. They will form the backbone for all future decisions, programming, planning, design and development activities that occur along the Greenway. The Management Strategy is found in Appendix F.



Development Plan

One of the FHWA 14 components of a good corridor management plan consists of a "strategy for how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of the byway." The Development and Recreation Strategies found in Appendix H provide the primary guidance for enhancement of existing and new development. The strategies include the following: Public and Private Development Enhancement Strategies and Proposed New Development Strategies (Development Strategies); and Recreation and Tourism Strategies. The Development Strategies are primarily scenic-oriented. They relate strongly to maintaining and enhancing the corridor's scenic qualities while supporting, encouraging and furthering economic development. The Recreation and Tourism Strategies focus primarily on means of supporting, encouraging and furthering recreation opportunities and tourism and enhancing and maintaining recreation resources.

Public and Private Development Enhancement Strategies

The Greenway Board will be in the enviable position to help guide the Greenway's vision and goals toward reality with the support of the corridor's elected officials, residents, businesspeople, and visitors interested in seeing this world-class scenic corridor exist for many generations to come. By partnering with the federal government, the State of Washington, the counties and local communities, and, most importantly, the private property owners, the board will have the best chance for success in providing continued accessibility, scenic and recreational enjoyment and educational experiences for the public, relating to the corridor's intrinsic qualities.



Identifying and addressing the corridor's overall scenic qualities must be followed by positive implementation measures to preserve them. Such measures have been developed as corridor objectives and strategies that support the Greenway Board's own adopted goals. The strategies have been developed with the management and enhancement of the corridor's scenic quality as a key premise within the overall purpose to link together the region and the communities that comprise the Greenway corridor

Tourism and Recreation Strategies

The economies, character, and lifestyles of most rural Greenway communities have been highly influenced by the Great Northern Railroad (now Burlington Northern-Santa Fe), logging and other resource-extraction industries, and agriculture. As the contributions to the local economies of the railroad and resource extraction have declined, many of these communities have become increasingly aware of and reliant on the role that tourism can play in sustaining a vital economy. This shift in their economic base makes these Greenway communities highly dependent on the variety, quality, and accessibility of recreational opportunities provided on the National Forests and other public and private lands, as well as those provided by local jurisdictions and private businesses.

Key issues revolve around how to enhance recreational opportunities, expand tourism, and increase awareness in a way that can contribute to economic vitality. At the same time, strategies to address these issues also must ensure that recreational resources and intrinsic qualities are preserved as a complement to the Greenway's unique Northwest character and lifestyles for current and future generations. The proposed tourism and recreation strategies address these issues within the context of the adopted goals of the Stevens Pass Greenway.

Action Projects

The action projects selected were the result of an extensive process of inventory and evaluation of many possible projects. A master list of Greenway projects was produced and is included in Appendix I. The master list was compiled from a variety of sources: public input from the East and West Roundtables and Public Workshops, Boardmember input, needs assessments in local plans including the USFS Stevens Pass Scenic Byway Management Strategy, newspaper articles and consultant-generated. The final master list brought before Boardmembers and other citizens at the Leaders Workshops for project selection. The action projects selected set the priorities of the Greenway Board for implementation during the first year following completion of the CMP. These projects combined with the Responsibility Schedule included in Volume II form the basis of the Action Plan. The criteria applied to project selection was the following:

- Non-controversial
- Easily implemented
- Good funding potential
- A lot of bang for the buck
- Good tourism value
- Enhances/reflects uniqueness of corridor

24 respondents provided their top ten action project selections. The projects were then ranked by number of votes and sorted from highest number of votes to least. The ranked projects were then reviewed again by the Board for equity across the length of the Greenway and ten projects were selected. A description and narrative of the following action projects is included in Appendix I:

1. Tour Maps: Scenic Sites, Recreation Sites, and Historic Sites
2. Everett to Wenatchee Trail Feasibility Study
3. Nason Creek Rest Area Improvements Feasibility Study
4. Tumwater Complex Improvements
5. Interpretive Center in Sultan
6. Interpretive Center in Gold Bar
7. Leavenworth Heritage House Interpretive Center Improvements
8. Big Eddy River Access Park Improvements
9. Greenway Webpage
10. Tourism Plan

Stevens Pass Greenway

Public Participation Process and Plan

Greenway Board Meetings

The public involvement process undertaken for the Stevens Pass Greenway Corridor Management Plan began with the active involvement of the Greenway Board. The Board is organized into eastside and westside committees for geographical, political, economic and accessibility reasons. It has a collective desire to implement a corridor-wide management plan that stewards the corridor's scenic, recreational and historic resources as well as to advocate a balanced and viable economic base.



The consultant team met with the Board on an ongoing basis throughout the duration of the CMP contract, usually at the Stevens Pass Ski Area, conveniently located for all Board members at the mid-point of the corridor. The purpose of these sessions was to coordinate the overall process, to monitor the consultant team's progress, to review work products and to discuss the specifics of the project. The minutes of Board Meetings and all public meetings can be found in Appendix K of this report.

Round Table Discussions

In the Spring of 1998, the eastside and westside committees organized round-table discussions to be held in their respective areas. The purpose of these sessions was to discuss and identify the principal values characterizing the corridors' eastside and westside communities respectively. The key concerns raised at the meetings follow:

Key Concerns of Westsiders:

- Safety of the road, speeding drivers, traffic lights needed, left turn lanes;
- Access to facilities and traveler services, (e.g. restrooms);
- Scenic resources, beautification and trails;
- Historic resources.

Key Concerns of Eastsiders:

- Recreational resources: trails and linking trails;
- Historic resources, Native American and pioneer history;
- Scenic resources and resource lands (forests, orchards, etc).

Interestingly, participants from the east and west sides emphasized different points, or values when faced with the same questions as to their feelings about the most important values of their respective portions of the corridor. Westside participants acknowledged the Stevens Pass Management Strategy and expressed support of the USFS plan. The Eastside roundtable focused more on practicalities, i.e. how enhancements would be financed. At a

follow-up Board meeting, an eastside member suggested that Board members could play a key role functioning as an educational resource in support of USFS plan elements.

June 1998 Public Open Houses

Two open houses were held in June 1998, one at the Leavenworth Public Utilities District office, and one at the Sultan High School auditorium. Their intended purpose was to offer an initial display of the corridor's inventory of resources and to ascertain the initial public interaction. The consultants developed a list of corridor resources, with the help of the Board and WSDOT staff. Meeting announcements were placed in five local newspapers across the corridor. Two thousand individual invitations were mailed out. Those who attended the meetings viewed three large floor displays prepared by the consultant team, highlighting a number of spectacular scenic, recreational and historic resources. Feedback was gained through personal discussions between the consultants, WSDOT staff, Board members and members of the public.



Preparation of Speakers' Kit

In an effort to streamline communications with the public, and to create a consistent approach to conveying basic information about the corridor to key groups and individuals, the Board decided that production of a Speaker's Kit, or Briefing Kit would be a prudent step. The kit is designed to provide project overview information to the public, organizations and the press. The Board decided to pursue the cost-effective strategy of having board members speak at smaller group meetings, which could include businesses, clubs, groups of landowners and elected officials, such as the mayors of all the corridor communities. As a briefing tool the kit will continue to evolve over time. The narrative portion of the Speakers Kit can be found in Appendix G. The final kit includes the following components:

- Map (prepared by Snohomish County)
- History of Corridor
- Photographic images
- Highlights and Points of Interest
- Public Input Form
- Economic benefits of the corridor
- Successes of other corridor projects
- Grass roots nature of the project.

May 1999 Community Leaders' Workshops

The Board and consultants determined that a series of public involvement meetings should be held with a select group of community leaders on each side of the Pass. The intent was to inform key stakeholders as to the process that was underway through direct, personal contact and to gain their support during this effort. The Board had reviewed the first draft of the CMP and decided to present the draft to Community Leaders throughout the corridor for final input. Publicly active individuals from all communities along the Greenway were invited to attend the workshops, including mayors, city administrators, county and city planners, representatives from irrigation districts and chambers of commerce, fish and wildlife groups, USFS staff, WSDOT staff and leaders of other groups and organizations. The workshops were very successful, with a meaningful cross-fertilization of ideas and excellent results achieved. A shortlist of action projects was developed during the sessions, which closed with a general discussion of ways to more effectively communicate Greenway goals.

Stevens Pass Greenway

Implementation

Implementation of the Stevens Pass Greenway Corridor Management Plan should continue as a cooperative effort led by both the Greenway Board and WSDOT. Ongoing work that should be incorporated into such a program includes the following:

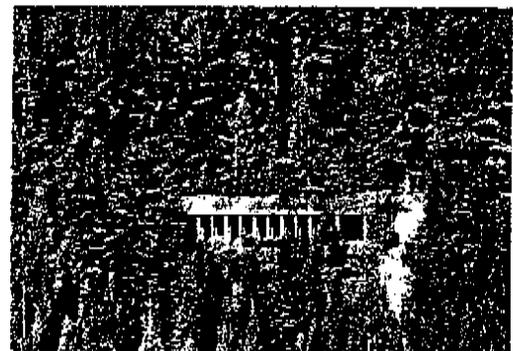


- Greenway promotional and marketing efforts
- Action projects
- Regular schedule of reviewing and reprioritizing action plan and projects
- Updating of Responsibility Schedule

Many agencies and organizations' missions overlap and compliment the Greenway's goals. Wherever possible partnerships should be formed to promote and solidify common interests and concerns. Coordination of plans to reflect the Stevens Pass Greenway Corridor Management Plan will be an important future task. Partnerships and concurrency should be fostered with:

- The Cascade Loop, Mountains to Sound and emerging new scenic byway organizations
- USFS Stevens Pass Scenic Byway Management Strategy
- State Highway System Plan (WSDOT)
- Heritage Corridors Program (WSDOT)
- County & local comprehensive plans
- Tourism plans & programs – Private and Public entities
- National Recreation Areas
- Other state agencies (e.g. Parks, Ecology, Tourism, Council for Economic Development, etc.)
- Regional Transportation Planning Organizations (RTPO's)
- Private service organizations
- Private recreation providers
- Private habitat restoration organizations and Endangered Species Act
- Private, non-profit trusts, foundations, preservation efforts.

Some excellent corridor-based examples of organizationally strong ability to implement goals exist. The Iron Goat Trail volunteers for example have demonstrated through tireless planning,



programming, fund-raising and amazing volunteer construction efforts how a public outdoor recreation and heritage project can not only be a vision but also become a reality. Trout Unlimited's salmon recovery project in Leavenworth is another fine example of how an idea can become a reality.

A great deal of work needs to be undertaken to aggressively pursue implementation. The basis for such a program of implementation has been solidified by the corridor management planning process over the past eighteen months. Though the Stevens Pass Greenway is in the early stages of project development and implementation, the achievement of the production of this Corridor Management Plan is a good example of what can happen when strong, collective will works hard to achieve a common goal.

The continued perseverance of the Stevens Pass Greenway Board will yield excellent results as the concepts in this plan are implemented over time. Momentum gained in recent years must continue unabated. The grass roots vision of the Greenway will someday be fully appreciated on a national level. Meanwhile, the visionary goals set out by this plan benefit not only local communities but respond to the larger community of the Northwest and all those who trust in the endurance of this treasured landscape.



Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
0.00	T	Interstate 5	
0.07	T	Hewitt Ave Trestle	
0.19	S	Snohomish River	
0.31	C	Leave Everett	
0.88	N	Ebey Island	
2.62	T	US 204	
4.80	C,H,R,S,P	US 9 access point	Access to Snohomish - Historic logging and railroad town, Historic District, River Walk, Centennial Trail, Pilchuck Valley, Maltby, Clearview, Access point project
6.37	S	Pilchuck River	Bridge
7.11	S,P	Three Lakes Road	Views of Pilchuck river and valley and dairyland
11.41	S	French Creek	Bridge
12.70	C,P,H,T	Monroe, WA	Old town, historic logging community, Visitors Center - potential project, Evergreen Speedway, Evergreen State Fairgrounds, Reformatory, Wagner Mill Power House & Machine Shop, extend tourist/access management project, sidewalks, curbs, street trees, pedestrian lighting, signage east to Woods Bridge.
13.00	P	Centennial Trail Connection	Build connection to Centennial Trail
13.79	S	Sign "Cascade Loop"	
14.52	T	US 522 access point	
15.00	S,P	Agricultural land to the west	Viewpoint
15.00	N	Bald eagle concentration #1	On Skykomish River south of Monroe
15.06	T	US 203 Duvall	Access to Duvall and Fall City
15.37	S	Woods Creek	Pony Truss Bridge, Woods Creek Falls, current starting point for Greenway
15.50	S,T	Woods Creek Road	Access to Explorer Falls, Granite Falls, Mountain Loop
16.50	S	Farmland	Viewpoint
17.30	C	Antique Junction	Roadside character
18.50	S	Snohomish River	Viewpoint
18.67	T	Fern Bluff Road	Left turn lane project
20.00	S	Cascade Mountains	Viewpoint
20.80	S	Farmland/Dairy farm	Viewpoint
20.90	C, H	Wayside Chapel	"Pause, Rest, Worship", historic site
21.20	C,S	Old Barn, seasonal produce	Roadside character
21.30	C	Country Kitchen	Roadside character
21.39	T	Weigh Station	
21.42	C, P	Windmill, Dutch Cup	Potential use as visitors information center
21.42	C,P, T,P	Sultan, WA	Historic Logging Community, Sportsman's Park-potential bike trail link, access management project - sidewalks, curbs, street trees, pedestrian lighting. Project to screen sewage treatment facility along road.
21.42	P,S	Ragged Ridge	Viewpoint
21.57	R,T,P	Blue Boy West	Golf Course access from Old Owen Road, stoplight at Old Owen, begin left turn lane project
21.99	C,P,R	Rest Area	Greenway Service Area, fishing boat launch
22.00	P	Traffic light needed	MP 22 & MP 23 to get into and out of Sultan
22.00	S	Viewpoint	Cascade Mountains, Skykomish and Sultan Rivers, Department of Fish and Wildlife access
22.00	N,R	Osprey nests #1	Along Skykomish River near Sultan
22.04	S	Sultan River	Road and Railroad Bridges, Rudolph Reese Park, Osprey Park, Centennial Park
22.20	N	Bald eagle nest #1	SW of Sultan in Sec 12 T27N R7E
22.20	N	Bald eagle roost #1	SE of Sultan in Sec 10 T27N R8E
22.20	N	Bald eagle roost #2	Old roost SE of Startup in Sec 11 T27N R8E
22.37	T	5th St	Stop Light project
22.93	C	Park and Ride lot	Community Transit
23.00	C,P	Sultan Industrial Park	Potential for landscape screening
23.07	S	Sultan Mill Pond	Bridge
23.14	R	Sultan Basin Recreation and Sports Area access point	Access to fishing, hunting, Spada Reservoir, Horseshoe Bend Placer Claim, Lake Bronson Camp, Sultan River Truss Bridge
23.40	C	Logger Town	Roadside character
23.40	C,H, P,T	Fern Bluff Grange	Roadside character, historic preservation project
23.50	P	Industrial land for sale	Potential for landscape screening
24.50	C	Ostrich Farm	Roadside character
25.00	S	Sky Valley	Viewpoint
25.00	P	Landscape Screening	Maust Transfer
25.20	C	Wallace River Rest Area, WSDOT	Greenway Service Area
25.50	T,P	Startup Road	Turn Lane project

* S Scenic, R Recreation
H Historic, P Project
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Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
25.56	C, H, T, P	Startup, WA	Historic churches, Alpen Village Drive In, Sky Valley Lion's Club Community Park, Panchos, turn lane project, access management project- sidewalks, curbs, street trees, pedestrian lighting, signage.
25.70	P	Landscape Screening	Screen lot west of Cascade Cedar Supply
26.20	C	Tree farm	north side of US 2
26.51	S	Wallace River	Road and Railroad Bridges
27.00	S,N	Wallace Falls	Distant view of falls
27.00	N,C,P	Wallace River Hatchery	Sign on US 2 reads State Salmon Hatchery
27.20	P	Landscape Screening	Potential tree planting to screen housing development
27.48	C, P, T	Gold Bar, WA	"Gateway to the Cascades", tourist/access management project - sidewalks, curbs, street trees, pedestrian lighting, signage, Gold Bar Museum, Washington Serpenterium
27.50	N	Harlequin duck nesting area	On Wallace River NE of Gold Bar - unconfirmed sightings
27.92	R,S,C	1st St. access point	Access to Wallace Falls State Park camping, trail, falls
28.00	P,R	Gold Bar roadside park	Currently passive linear park/open space, potential bike trail
28.00	N,R	Bald eagle concentration #2	Near Goldbar and fish hatchery
28.20	S	Wallace Falls	Viewpoint
28.80	T,P	Traffic light needed	MP 28.8 for access to businesses
28.80	T,P	Chain-up Area	Potential rest stop
29.00	S,P	Landscape Screening	Screen property to north side of US 2
29.00	N,R	Bald eagle concentration #3	NW of Haystack Mtn in Sec 17 T27N R9E
30.00	N,R,P	Reiter Road access point	State Fish Hatchery, historic wagon trail route - interpretive signage project
30.10	H	Old RR Grade	West End
30.28	S	Skykomish River	Bridge
30.52	R,P	"Big Eddy" River Access Park	Fishing, Kayaking, Views of Road and Railroad Bridges, potential roadside signage
30.97	S,H	BNSF Crossing	Bridge
31.00	C, R	Zeke's drive-in	Roadside character, old Burlington Northern Railway
31.00	R	Zeke's Wall	Rock climbing - located south of railroad tracks.
31.02	C	Proctor Creek Quarry	Visual Element
31.02	S	Proctor Creek	Road and Railroad Bridges
32.00	R,T,P	Boulder Drop, Skykomish River	Access pullout westbound
32.20	S,T,P	Pullout	Mount Index viewpoint
33.00	S,P	Pullout	Mt. Index viewpoint
33.04	T	Chain up area	
33.29	S	No Name creek	Bridge
34.00	T,S,P	Mount Index	Pullout, Viewpoint project
34.20	S	Anderson Creek	Bridge, scenic views south up river valley
34.60	T,S,P	Pullout	Roadside improvement project
34.60	T,S,P	Pullout	Roadside improvement project, eastbound
35.00	T,S	Mount Index, Sunset Falls	Pullout, Viewpoint
35.00	N,R	Osprey nest #2	Jct N and S Fork Skykomish - also harlequin nesting area
35.00	N	Bald eagle concentration #4	North Fork - winter foraging area
35.00	N,R	Elk wintering area #1	Small herd of elk winters on lower North Fork
35.00	N,R	Watchable Wildlife Site #1	Jct N and S Fork Skykomish
35.16	N,S,R,P	Bridal Veil Falls	Access to trail to falls, signage project
35.16	S,P	So. Fork Skykomish River	Bridge, Watchable Wildlife project
35.50	N	Sunset Falls	Barrier to upstream migration of anadromous fish
35.60	H	Index Quarry	Historic granite quarry works where native stone was hewn, dressed & shipped throughout the region
35.60	R,S	Skykomish River State Park	1310 acre State park including Big Eddy, Mega Resort, Town Wall, Triangle Camp and Picnic Bend sites.
35.62	S,R,P	Index-Galena Rd access point	Access road to Index, Wa. a well preserved turn-of-the-twentieth century logging community featuring the Index Tavern, Town Wall climbing area, Bush House Inn, Red Men Hall, and General Doolittle Park. Access to Beckler Loop, North Fork Skykomish River Trail and Watchable Wildlife project, Troublesome Creek and San Juan Camp Grounds, Garland Mineral Springs.
35.62	C	Mt. Index Café	Roadside character
35.80	S,P	Skykomish River	Viewpoint
35.92	T	BNSF Crossing	Bridge
36.00	P	Mt. Index	Viewpoint, Vegetation management needed along south side of highway to open up mountain views
36.20	C	Espresso Chalet	Roadside character, recreation information
36.40	S,P	Bridal Veil Falls	Viewpoint

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Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
36.40	R, P	Lake Serene Trail access point	Access to Sunset Falls -trail and rest area project potential. Also features fish ladder, historic story of 1920's daredevil.
37.00	N,R	Mountain goats	Access to Bridal Veil Falls, Canyon Falls and Eagle Falls.
37.40	R	Heybrook Trail	Cliff habitats north and south of US 2 - on NF land
			Heybrook Trail and Lookout
37.52	N, C	Mt. Baker-Snoqualmie National Forest	Boundary
37.77	C,H,P	Baring, WA	Baring Mountain, Der Baring Store, Mountain View General Store, historic Brook Mill Site.
37.77	R	Barclay Lake Trail	Hiking, cross country skiing
37.90	T,P	Staging Area	Project to reclaim
38.00	S,T,P	Pullout	Roadside improvement project
38.61	T	BNSF Crossing	Bridge
38.97	S	Eagle Falls Creek	Bridge
39.00	S	Baring Mountain, Gorge Falls/Bear Creek Falls	Viewpoint
39.00	R,S	General Doolittle Park	
39.70	P	Jersey barrier	Project to replace, open up views of river
39.96	S	Barclay Creek	Bridge
40.72	C	King/Snohomish County Line	
42.71	S	Beaver Creek	Bridge
42.95	P	Landscape Screening	Project to encourage landscape screening
43.00	N	Key linkage corridor #1	Key corridor across US 2 corridor for deer, elk, other wildlife
43.05	T	BNSF RR Crossing	Bridge
44.00	N	Spotted Owl Habitat #1	Habitat in Sec 8 T26N R11E and Sec 13 T25N R10E
45.00	N,R	Elk wintering area #2	Wetland area near Grotto is used by small elk herd
45.40	C,H,P	Grotto, WA	Historic cement plant & tramway running several thousand feet across the river and up the mountain side
45.89	H,R,S,P	Money Creek Road access point	Access to Money Creek Campground and dispersed camp sites on creek, Money Creek cross country skiing, picnicking, information, possible restroom site, Historic Miller River townsite, Miller River Road cross county skiing, Miller River Campground, Lake Dorothy Trailhead; historic site of Bloedel-Donavan Mill, renamed the Empire Mill on Miller River Rd
45.98	S	Rock Tunnel	Views of South Fork Skykomish River Scenic Rock Tunnel
46.00	N,R	Bald eagle concentration #5	Area along Skykomish River; may be nests in Sec 20,21, 24 of T26N R11E
46.50	N,R	Bald eagle concentration #6	Miller River south of US 2 is key eagle foraging area
47.20	A,H	Rock shelter	Indian archaeological site
48.50	H, C, S, P	Skykomish, WA	Access point project, landscaping project, historic logging and railroad town, designated historic district, Maloney's General Store, potential visitor center project
49.50	N	Grizzly sighting - unconfirmed	Beckler River system north of Skykomish ; periodic, reasonable, but unconfirmed sightings in Sec 21 T26N R13E
49.52	S, R, H,P	Beckler Road access point	Beckler Loop, east access, Beckler River Campground, cross country skiing along Eagle Creek and Beckler River, Rapid River and Johnson Creek, Johnson Ridge Trail, snowmobiling, Evergreen Mountain Lookout.
49.65	S	South Fork Skykomish River	Bridge
49.93	P, H, T, R,P	Old Cascade Highway	Project to continue road maintenance, potential bicycle route
50.00	N,R	Bald eagle concentration #7	Bald eagle foraging area on Beckler River
50.11	R, C, P	Skykomish Ranger Station	Information, rest area needed
50.50	S	Anthracite Creek	Bridge
50.62	R,P	Foss River Road access point	Foss River Campground; Trout Lake, Evans Lake, Tonga Ridge, East Fork Foss River and Foss Lake Trails; West Fork Foss River Road, Tonga Ridge, Maloney Mountain Road, Sobiesky Mountain Road, and Necklace Valley cross country ski and snowmobile areas.
50.90	C	Antique Furniture	Roadside character
50.95	C	Timberlane Village	Roadside character, cabins, store & gas station
51.02	S	Tye River	Bridge
52.00	S,N,P	Proffitts Pond	Potential Watchable Wildlife interpretive project
52.00	S	Tonga Ridge	Viewpoint
52.08	R	Beckler Peak Road	Cross country skiing, snowmobiling
52.50	N	Key linkage corridor #2	Key corridor across US 2 corridor for deer, elk, other wildlife just downstream from Proffitt's Pond

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Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
52.60	S,P	Alpine Falls	Viewpoint, potential day use area and parking improvement project
53.00	N,R	Watchable Wildlife Site #2	Proffit's Pond - important for birds, otter, beavers
54.50	N	Alpine Falls	Natural fish barrier
54.80	T,P	Slido area	Revegetate upper slope with native ground covers, swordfern, vine maple and fir seedlings.
55.00	R, H	Tye Wagon Camp	Auto tour/access to Iron Goat Trailhead
55.01	H,R,P	Stevens Pass Historic District, western boundary	National Register designation; Iron Goat Trail, historic snowsheds, Old Cascade Tunnel, Wellington Disaster site
55.20	S	Tye River	Bridge
55.50	S	Rainbow Falls	
55.50	N	Bald eagle concentration #8	Bald eagle foraging area on Martin Creek
55.50	N	Key linkage corridor #3	Most critical key corridor across US 2 corridor for deer, elk, other wildlife--Martin Creek
56.00	N	Timber wolf sighting	One credible sighting - date unknown
56.65	S, R, P	Deception Falls	Deception Falls Nature Trail, picnic area, Deception Creek Campground, Deception Falls, Martin Creek Trail, project to install composting toilets needed
56.70	S	Deception Creek	Bridge
56.90	S, H, R	Deception Creek Trail	Access to Pacific Crest Trail/Alpine Lakes Wilderness Area
57.06	T	Chain Up Area	
58.19	S	Tye River	Bridge
58.28	R, H, S,P	Iron Goat Trail	Access to Trail, projects to expand trail to Bygone Byways, install interpretive facilities at Wellington site
58.30	P,S, R, H	Old Cascade Highway	Original route, potential bicycle/pedestrian project to reconnect old highway between tunnel portal and pass, use as trail, improve bridge over Tye River, access point project
58.60	R, S,P	Surprise Lake Trail	Hiking trail, Surprise Falls
58.65	R,H,P	Cascade Tunnel west portal	Eight mile tunnel, longest tunnel in world at time of construction for Great Northern Railway 1929,
58.77	S	Tye River	Bridge
58.80	S	GNR Caboose	
58.90	T	BNSF	Bridge
59.00	H,R,S,P	Scenic Hot Springs	Unmarked/North side pullout, access to hot springs, trailhead improvement project, potential bicycle camp project, historic townsite of Scenic, Scenic Falls, kayaking
59.20	R,H,P	Old Cascade Tunnel West Portal	Original Great Northern Railway Tunnel built in 1900, no longer in rail use, interpretive signage project
59.80	R	Hope Lake Trail	Access to Hope Lake, Josephine Lake, Pacific Crest Trail
60.32	S	Tunnel Creek	Bridge
64.57	H,P	Historic Ski Huts/Railroad	Project to interpret historic ski huts and railroad history.
64.57	H,R,S,P	Stevens Pass Summit	Elevation 4061 Feet, Ski Resort, rest area needed, Ramona Rock rock climbing
64.63	C	Chelan County Line	
65.00	R,S	Pacific Crest Trail	Trailhead
65.00	N,R	Watchable Wildlife Site #3	Rainy Pass Pond - on Nason Ridge
65.00	N	Spotted Owl Habitat #2	Old growth Pacific silver fir forest - east half of Sec 12 T26N R14E
66.00	H,S,C,R	Ski Hut	Historic ski hut at Yodelin
67.00	R,H,P	Old Cascade Tunnel East Portal	Original Great Northern Railway Tunnel, built in 1900, no longer in rail use, interpretive project at old switchback
68.83	R, S, H,P	Smith Brook Road access point	Rainy Pass Road and Watchable Wildlife Project, Pacific Crest Trail access, cross country skiing, snowshoeing
69.00	S,P	Pullout	Scenic viewpoint improvement project
69.29	H,R,P	Bygone Byways	Expand trail to west and east on old railroad grade, create bicycle trail link
69.29	T,H,P	Cascade Tunnel East Portal	Eight mile tunnel, longest tunnel in world at time of construction for Great Northern Railway in 1929, interpretive
70.33	S, R,H,P	Mill Creek Road access point	Lanham Lake, Trail, Camp; Historic tunnel construction site at Mill Creek, Stevens Pass Nordic Center, Pacific Crest Trail access, birding
72.00	H	Berne, Wa	Former railroad workers townsite, station.
72.65	S	Nason Creek	Bridge
72.74	T	WSDOT Maintenance Shed	Snowplows
73.00	S,R	Rock Mountain Trail	Viewpoint, hiking trail, access to Nason Ridge Trail
75.00	N,R	Watchable Wildlife Site #4	Nason Creek near Merritt
76.03	R	Merritt Lake Trail	Hiking trail, fishing
76.20	S,P	Viewpoint	At present unimproved pull out exists here
76.40	S,R,P	Merrit Lookover	Potential eastbound pullout, trail, viewpoint
77.50	S, P	Viewpoint	At present unimproved pull out exists here

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Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
78.28	R, H,S,P	White Pine Road access point	Dispersed camping on White Pine Creek, Alpine Lakes Wilderness Area, potential project to expand parking at White Pine Campground, nature/history trail
79.00	R, P	River access	Currently unimproved
79.30	H,P	Merrit, Wa	Historic railroad townsite. Former site of the Merritt Inn, destroyed by fire; stone fireplace/chimney remains. Derelict 1920s tourist cabins nearby, interpretive signage project, access to Lake Ethel Trail
79.70	S,N,P	Mountain Goat Viewpoint	Potential Watchable Wildlife viewpoint of winter range Mountain Goats
80.00	C	Transmission Line	Transmission Lines wind through corridor
80.00	N	Mountain goat winter range	Important wintering area between US 2 and National Forest land; critical habitat needs to be protected via acquisition or landowner agreement
81.00	C	Ray Rock Springs	Roadside character
81.36	S	Nason Creek	Bridge
82.00	R, S, P	Nason Creek Rest Area	Potential project to open restroom and disposal facilities year-round, expand interpretive signage
84.51	P, C, T	Coles Corner, WA	Tourist/access management project - sidewalks, curbs, street trees, mini-park at corner, pedestrian lighting, Rustic Inn, Squirrel Tree, 59er Diner, supplies
84.74	R,P,C,S	US 207 access point	Access to Lake Wenatchee State Park, boat access, fishing, gas station and supplies, Nason Creek Campground, YMCA Camp, Glacier View Campground, Hidden Lake Trail, Dirty Face Campground, Fish Lake; Chiwawa River; Chiwawa, Fish Lake, Kahler Glen, Lake Wenatchee and Airstrip Sno-Parks, Glacier Peak Wilderness Area trails and campgrounds.
86.80	C, H	Winton Historic Townsite	Historic site of lumber mill and rail station, Longfibre Lumber Mill, interpretive signage project
89.81	R, S	Chiwaukum Creek Trail	Access to Chiwaukum Lake, Larch Lake and Chiwaukum Mountains, hiking and birding
89.88	S	Chiwaukum Creek	Bridge
90.44	R, S, P	Tumwater Campground	Camping, picnicking, fishing, hiking trails
90.50	S, R,P	Tumwater Canyon	Potential Tumwater Mountain trail and interpretive signage project. Scenic white water rapids, fall color
90.53	S,N, R	Hatchery Creek Road	Hiking, birding, mountain views, trail
90.57	S,R	Wenatchee River	Bridge
91.50	N,R	Lower Hatchery Creek	Reliable place to see nesting waterfowl, including harlequin ducks, as well as osprey and occasional black bear.
92.20	S,P	Pullout	Salmon viewpoint
92.23	R, S, H,P	Swiftwater Picnic Area	Picnicking, hiking trail, bouldering, prehistoric Indian rock shelter - project to reinstall interpretive signage, Watchable Wildlife project
93.30	H,P	Old Drury Depot site	Historic railroad site
93.35	S	Drury Canyon Creek	Bridge
94.00	C,R	Mountain Home Lodge	Roadside character
94.80	C	The Alps Confectionary	Roadside character
95.00	R, S	Drury Falls, Jupiter Rock, Waterfall Column	Rock & ice climbing (west side of canyon)
95.00	N,R	Watchable Wildlife Site #5	Tumwater Canyon from Swiftwater Campground downstream
95.00	N	Spotted Owl Habitat #3	Habitat fragmented due to fires but some remains in Tumwater Botanical Area; at least one pair of owls is seen in Lake Yolanda area
95.00	N	Showy Stickseed	Rare plant found along US 2, outside Tumwater Botanical Area, but nowhere else on earth. Candidate for ESA listing.
95.08	S,H,C,R,N,P	Tumwater Dam	Historic interpretive exhibit, fish viewing, roadside pullout, potential project to replace existing chain link fence with decorative fencing.
95.50	R	Expert Kayak Run	Wenatchee River
95.70	S, P	Pullout	Salmon viewpoint, roadside improvement project eastbound
95.70	S,R	Rattlesnake Rock/Piton tower	Rock climbing
95.90	S,P	Pullout	Roadside improvement project westbound
96.20	P,S,T	Pullout	Salmon viewpoint, river scenic views
96.50	R	Castle Rock	Rock climbing, access to Midnight and Noontime Rocks
97.00	C,P	Icicle Canal	Irrigation history - potential interpretive project
97.00	S	Tumwater Tower	Rock climbing, views
97.00	P,S	Pullout	Potential project for interpretive signage describing "Lookup" forest fires and waterfalls, confluence of rivers

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Intrinsic Qualities Inventory

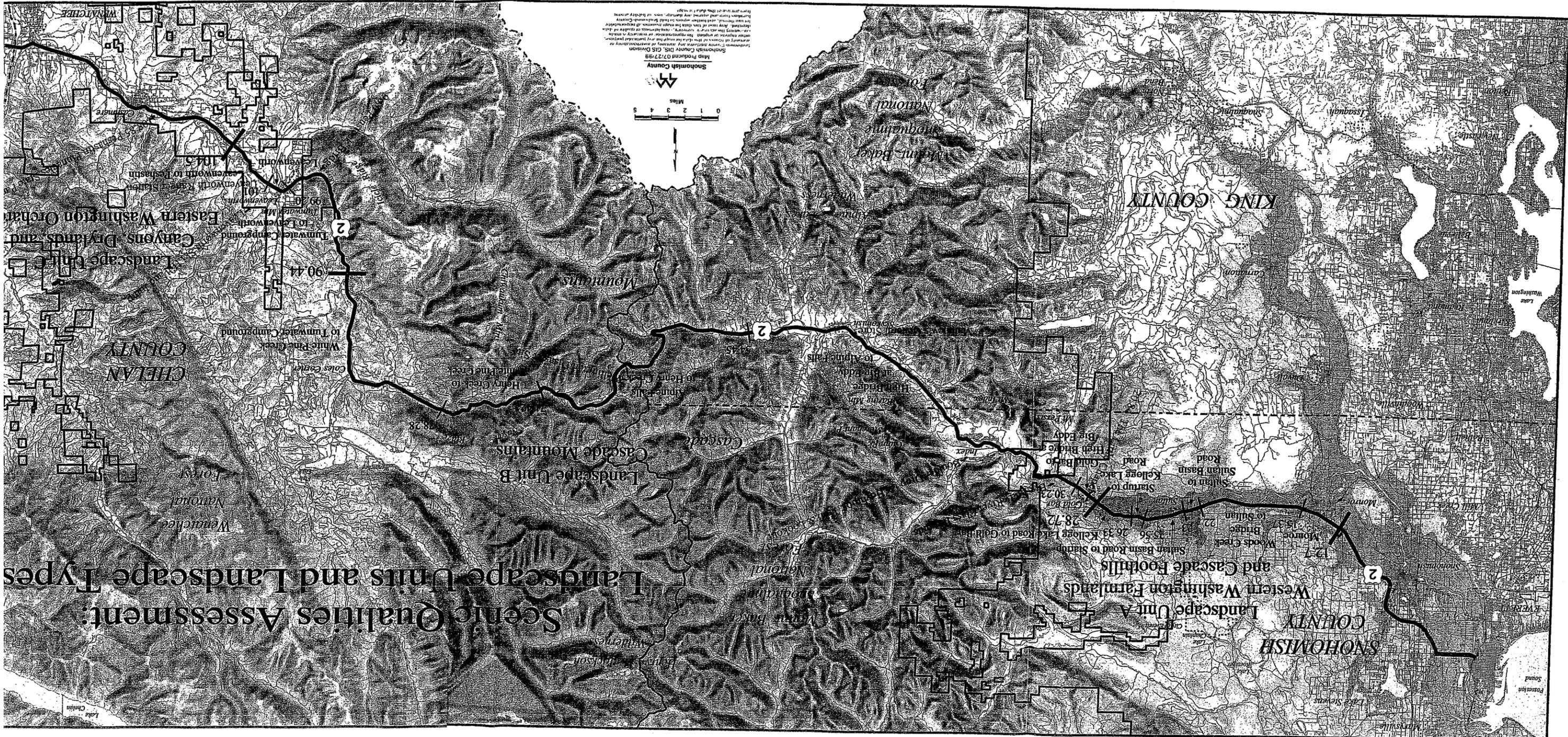
Mile Post	Intrinsic Quality Category*	Name	Description
97.00	N	Fire Succession Area	Cavity nesters such as three-toed woodpecker seen in burned areas.
97.50	R, S, H, P	Great Northern Railroad Penstock Trail	Old flume west side of Tumwater Canyon; trail improvement project, birding, views of Tumwater Canyon, Penstock Bridge, possible Watchable Wildlife project
97.50	N	Collapsed RR Tunnel/Cave	Collapsed tunnel provides habitat for bats; species unknown yet
97.80	T,S,P	Pullout	Salmon viewpoint
99.00	N,R	Lower Icicle Creek	Below hatchery, good opportunity to see spawning salmon and many birds. Blackbird Island is good birding area.
99.05	R,C,P	Icicle Road access point	Festival, Leavenworth Golf Course, Snow Creek Trail, Sleeping Lady Resort (Old Camp Field), Alpine Lakes Wilderness Area and trails, Enchantments; Eightmile, Bridge Creek, Johnny Creek, Ida Creek, Chatter Creek, Rock Island and Blackpine Creek Campgrounds, Bruce's Boulder and dispersed rockclimbing sites, Bridge Creek Camp, Fish Hatchery, Icicle Canyon Road bird watching, Icicle Ridge Trail
99.20	C, R, S, H, P	Leavenworth, WA	Bavarian Theme, tourism, views of Tumwater Mountain and Icicle Ridge, Leavenworth Winter Sports Area, historic features such as Leavenworth Depot, Kjell Bakke Ski Jump and old lodge, Leavenworth Ranger Station, Chumstick Grange Hall (former Leavenworth Depot), Chatter Creek Guard Station, Sugar Loaf Peak Lookout, North Road scenic byway, upper valley orchards.
100.40	S	Wenatchee River	Bridge
101.90	C	Pray's Orchard Tour	Roadside character, fruit stand
103.10	C	Smallwood's Harvest	Roadside character, fruit stand
103.65	H, C, S	Peshastin, WA	Scenic bridge into town, orchards, packing sheds, rafting biking
104.50	C	Current Greenway Limit	
104.70	S,T,R,H	US 97/Blewit Pass access point	Access to Mountains to Sound Greenway, Stuart Range, historic pass, Big Y Junction
104.78	S	Peshastin Creek	Bridge
105.00	S, R, P	Peshastin Pinnacles	Viewpoint
105.78	S	Wenatchee River	Bridge
106.00	H	Dryden Ditch	One of original irrigation projects in upper valley.
106.17	S	Wenatchee River	Bridge
106.49	H, C, R, S	Dryden, WA	Historic community (Beecher Mansion), bicycling, birding, views of orchards, seasonal bloom and fruit
107.03	S	Wenatchee River	Bridge
108.00	R,	Peshastin Pinnacles	Climbing, picnicking, State Park, birding
110.00	C, H, P	Dryden Ditch	One of original irrigation projects in upper valley - interpretive signage project
110.00	C, R	Chelan County Fairgrounds	
111.98	R, C, H, S	Cashmere, WA	Aplets and Cottlets tour, Chelan County Museum, Willis Carey Museum, Pioneer Village, Burbank Homestead Waterwheel, Brisky Treadwell Cemetery, Blewett Arastra, access to Mission Creek - geographic center of the state of Washington, Devil's Gulch Mountain Bike Trail, Cottage Road bird watching, Cashmere Depot
112.00	R, S	Nahahum, Ollala, Derby canyons	Birding, hiking
112.20	C	Treetop Factory	Roadside character
115.14	C, H	Monitor, WA	Orchard community; seasonal bloom & fruit; agricultural beauty; historic West Monitor Bridge, Old Monitor Highway bird watching
115.50	R,S,N	Wenatchee River County Park	Camping (RV/tent), river access, canoeing, rafting, birding
117.00	S, R	Sleepy Hollow area	River access, rafting, river views, birding on Sleepy Hollow Road
117.00	N	Migration Barriers	Barriers separating westbound and eastbound lanes of US 2 interfere with major migration corridor for mule deer, elk and other wildlife.
117.30	C	Rest Area	
118.00	P,S,T	Pullout	Scenic viewpoint, roadside improvement project
118.00	N,R	Golden Eagle Nesting Area	Area near Sunnyslope in Sec 17, T23N R20E
118.76	C,R,P	US 97 north access point	Access to Cascade Loop, Washington State Apple Commission Visitors Center; USFS Northwest Interpretive Center; Ohme Gardens; Rocky Reach Dam, Swakane State Wildlife Area, Lake Chelan, Methow Valley

* S Scenic, R Recreation
H Historic, P Project
T Transportation
C Cultural, N Natural

Intrinsic Qualities Inventory

Mile Post	Intrinsic Quality Category*	Name	Description
118.76	T, R, H, S	US 2 East Bound	Columbia River
119.20	C, H, R, S	Wenatchee, WA	Orchard community; historic features including St. Joseph's Church & Rectory, John Horan House, Sternwheeler Park, U.S. Post Office & Annex, Wells House, Wenatchee Carnegie Library, numerous public parks including Lincoln Rock, Rock Island Dam, Wenatchee Flat Site, Turtle Rock Island Park, Washington Park, Lewis and Clark Park, Pennsylvania Park, Eastmont Park, Fenroy Park, Walla Walla Point Park, Wenatchee Riverfront Park, Wenatchee River State Campground
119.77	S	Columbia River	Bridge - Chelan County National & Washington Registers
119.92	C	Douglas County	

* S Scenic, R Recreation
H Historic, P Project
T Transportation
C Cultural, N Natural



Scenic Qualities and Landscape Types

Map Produced 07/27/98
 Snohomish County GIS Division
 This map is a computer-generated map of the Snohomish County landscape. It is based on a digital elevation model (DEM) and a digital line graph (DLG). The map shows the terrain, roads, and other features of the county. The map is intended for informational purposes only and should not be used for navigation or other purposes. The map is not a substitute for a professional survey or other official map. The map is not a guarantee of accuracy or completeness. The map is not a warranty of any kind. The map is not a contract of any kind. The map is not a representation of any kind. The map is not a statement of any kind. The map is not a declaration of any kind. The map is not a certification of any kind. The map is not a recognition of any kind. The map is not an acknowledgment of any kind. The map is not a confirmation of any kind. The map is not a finding of any kind. The map is not a conclusion of any kind. The map is not a determination of any kind. The map is not a decision of any kind. The map is not an action of any kind. The map is not a power of any kind. The map is not a right of any kind. The map is not a privilege of any kind. The map is not a benefit of any kind. The map is not a duty of any kind. The map is not a responsibility of any kind. The map is not a liability of any kind. The map is not a risk of any kind. The map is not a loss of any kind. The map is not a damage of any kind. The map is not a compensation of any kind. The map is not a reimbursement of any kind. The map is not a payment of any kind. The map is not a benefit of any kind. The map is not a duty of any kind. The map is not a responsibility of any kind. The map is not a liability of any kind. The map is not a risk of any kind. The map is not a loss of any kind. The map is not a damage of any kind. The map is not a compensation of any kind. The map is not a reimbursement of any kind. The map is not a payment of any kind.

Stevens Pass Greenway

Scenic Qualities Assessment Report

Overview

The Scenic Qualities Assessment Report has been developed by combining the existing Stevens Pass Scenic Byway Management Strategy (USFS, 1993) assessment of landscape character types with new scenic qualities assessment information added during the development of the Greenway Corridor Management Plan. The Greenway Scenic Qualities Assessment Report is divided into three Landscape Units:

- A. Western Washington Farmlands and Cascade Foothills
- B. Cascade Mountains
- C. Drylands, Foothills and Eastern Washington Orchards

Landscape Units are physiographically distinct sections of a larger regional landscape which are described from the standpoint of the visual experience of the motor vehicle driver, bicyclist or pedestrian while moving through the highway corridor.

Within each Landscape Unit several Landscape Types have been described. Each Landscape Type is characterized by a narrative statement describing its landscape character, followed by bullet points describing specific visual qualities. The assessment has been organized following the experience of a traveler along US 2 traveling from west to east, starting in Monroe and driving to Wenatchee. Changes in physiography, landscape characteristics, towns and cities and scenic quality are noted.

Landscape Unit A: Western Washington Farmlands and Cascade Foothills

1. Landscape Type: Monroe / Landscape Transition MP 12.7 – 15.37

The Monroe area in Snohomish County exhibits rolling, hilly terrain to the traveler heading eastbound toward Stevens Pass from Everett.

Views of the snow-capped Cascade peaks to the east are plainly visible to the traveler. The natural landscape has been altered alongside US 2 to strip commercial development along this stretch of the highway corridor that dominates foreground views and detracts from scenic meadows and wooded



bluffs visible beyond. New residential and commercial development is visible throughout Monroe. The Evergreen State Fairgrounds and Monroe State Prison are landmarks seen from the highway. The Burlington Northern Santa Fe Railroad runs parallel to US 2 to the south.

- The landscape changes from flat, lower valley and flood plains of the Snohomish River with views stretching south toward the Snoqualmie River flood plain to the upper valley of the Skykomish River and its farmlands surrounded by low-lying hills.
- Access management landscaping along the north side of road provides an attractive edge condition to the highway.
- Automobile-oriented commercial development and signage obstructs and detracts from pastoral views.
- Views of snow-capped Cascades prominent.
- To the south agricultural views are focused by buildings along roadway.
- Road rises east of town toward Woods Creek Bridge and forms the eastern boundary of this landscape type.

2. Landscape Type: Woods Creek Bridge to Sultan MP 15.37 – 22.0

The landscape east of Monroe consists primarily of agricultural fields, and low hills. Some ridges form a visual edge to the corridor on the north side of US

2. Naturally occurring meadows are interspersed with agricultural lands, cattle ranches, dairy farms and other large, open spaces. The Skykomish River and BNSF Railroad tracks wind through this upper valley. Quaint and historic red barns and farmhouses are characteristic structures found in this segment. Structures such as the Antique Junction, the Wayside Chapel, and seasonal produce stands are visually compatible developed structures within this area where barns and farmhouses are the dominant structure types. Low hills and ridges parallel the corridor beyond the valley and form visual edges/backdrops.



- Road crosses over Woods Creek; high Cascade peaks visible.
- Bluffs with residential development adjacent to US 2 north of town along highway just outside of town.
- First views of Skykomish River and its valley to south of US 2.
- Meadows, agricultural lands, cattle ranches, BNSF Railroad, and large pastoral open spaces predominate to south side of highway are expansive and scenic.

- Mountains can be seen to east & northeast. Territorial views in all directions.
- Red barns characteristic of this type contribute to scenic and picturesque quality.
- Scattered, mixed hardwood / coniferous stands.
- Low hills and ridges surround and form visual edges/backdrops to agricultural fields

3. Landscape Type: Sultan to Sultan Basin Road MP 22.0 – 23.0

Past the Wayside Chapel and several farms two steel bridges cross the Sultan River. The bridges form a gateway to Sultan for US 2 and the BNSF Railroad. Just past the bridges the landscape changes to include commercial structures such as the electrical substation, the Dutch Cup Windmill and several small farms. The first "foothill" town of Sultan is encountered. A small, dense strip of shops near the Sultan Bakery form the heart of town, which has some remaining historic country character. Access management to include street trees and landscaping and pedestrian walkways would help to beautify and unify the look of the central area of town. Sultan town center is visually bounded on the east by a rise in the road and bend at quaint Fern Bluff Grange, Logger Town and the Sultan Basin Road.



- The landscape ranges from slightly altered to totally altered.
- Some strip commercial and unscreened light industrial uses in Sultan detract from small town character.
- Some remaining historic and small town character is still evident in Sultan.
- Linear park is attractive feature along highway in town.
- Railroad adjacent to highway on south side of road.

4. Landscape Type: Sultan Basin Road to Startup MP 22.0 – 25.56

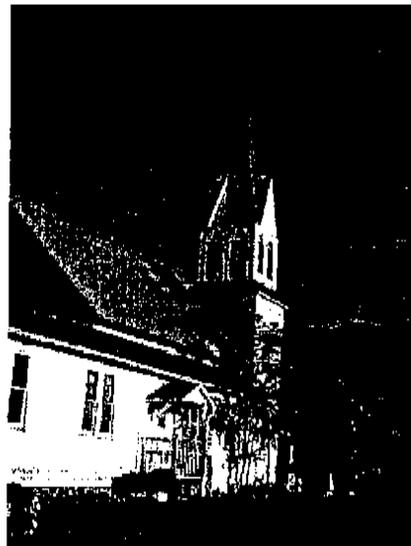
A visual break occurs as the roadway curves up and around a wooded hillside at milepost 22.0. The Fern Bluff Grange building is visible below the roadway elevation at the start of this stretch. The Sultan Industrial zone begins at this point with stretches of housing development, older large lot houses, small farms and stands of forest and conifers. These uses are randomly interspersed with larger business such as tree farms, lumber yards light industry and commercial development which front the roadway. The landscape type scenic quality is reduced in places due to the occasional unscreened

small industry or yard. Dense screening of these businesses with fir and cedar trees and native shrub types would improve the visual experience of this zone. More rustic appearing signs such as the sign for Telecon work well to improve the scenic quality of these businesses. The WSDOT rest area is located at the end of this section.

- East of Sultan, flatlands turn into low-lying, less agricultural, more forested lands.
- Territorial views in all directions (north – east – south).
- Highway becomes rolling – mid-ground ridge to north. Mid-ground view of ridge to north;
- Snow-capped ridge to peak views of mountains to east appear on axis with highway.
- Road is winding and enclosed by coniferous vegetation interspersed with houses and industry.
- Landscape screening of yards and blank walls needed.

5. Landscape Type: Startup to Kellog Lake Road MP 25.56 – 26.33

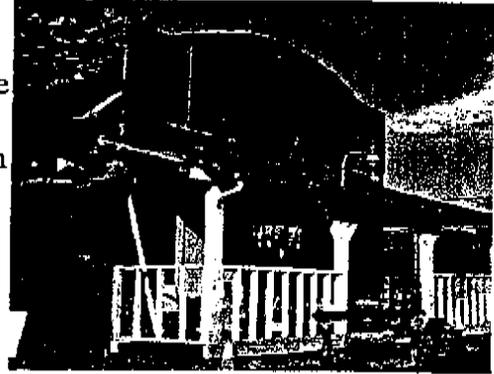
Mostly contiguous small town and historic western character remain in the town of Startup. The town is picturesque architecturally with its churches converted to shops, false front style buildings and Victorian style houses along the highway. New businesses have been careful to capitalize on the appeal of this character and signs are quaint and rustic in appearance in general. The Alpen Drive In, several remaining red barns, and Garden Center also contribute to small town character. The Startup Market could be adapted with porch and landscaping to add to the western appeal of this town.



- The Wallace River is intermittently from the roadway to the south through trees.
- Ragged Ridge, Mount Stickney, Haywire Ridge and Haystack Mountain are prominent.
- More distant occasional views of Gunn Peak, Merchant Peak, Baring Mountain and Mount Persis can be seen.

6. Landscape Type: Kellogg Lake Road to Gold Bar MP 26.33 – 28.72

The landscape near the highway leaving Startup is enclosed with west cascades forest vegetation of primarily Douglas Fir, Pacific Red Cedar and Bigleaf Maple. The roadway begins rising toward the Cascades and the traveler continues over the Wallace River enjoying spectacular axial views of Gunn Peak, Merchant Peak, Mount Stickney, Baring Mountain and Mount Persis. Wallace Falls is visible to the north and the landscape changes to more open valley at Gold Bar. The town is historic in character with architectural facades such as the Mountain Company and Cascade Expeditions contributing positively to the quaint, old west character of the place. The linear park on the south side of US 2 and adjacent to the railroad right of way tie this town visually with Sultan and Startup. Some landscape screening with native forest type plantings added to the Shell station, mini storage, the CMP Yardworks and would improve the visual quality of this scenic experience.



- East of Startup views occasional views of snow-capped ridges, mountains changing to axial direct views.
- Experience of highway forested both sides.
- First views of “walled valley”, perceptions of mountains “right there” in Gold Bar area.

Landscape Unit B: Cascade Mountains

7. Landscape Type: Gold Bar to High Bridge at Big Eddy MP 28.72 – 30.23

The area from Gold Bar to High Bridge at Big Eddy State Park is primarily characterized by forested edges along the highway, the traveler’s perception of being “in” the mountains for the first time when heading east. The landscape becomes noticeably altered along the highway for creation of road cuts, which concurrently means that US 2 is rising in elevation noticeably. Views of the Proctor Creek Quarry are prominent in this stretch, heavier forest type landscaping between the road and Quarry at its base would be advantageous. A railroad overcrossing at milepost 31 is a distinctive landmark. Cascade Cedar supply and Zekes Drive In and its Old Great Northern Railway caboose are familiar structures alongside the highway in this section. The screening at Arctic Commercial is a positive example.

- East of Gold Bar, first time passing lanes needed for climbing hills.
- Increasingly enclosed and forested highway edges occur east of the Snohomish County Fire District #26.

- MP 30 Non-contiguous forested edges along highway corridor - not full enclosure.

8. Landscape Type: High Bridge at Big Eddy to Alpine Falls MP 30.23 – 54.45

The area from High Bridge to Alpine Falls is an enclosed, tree-lined corridor. Views of the Skykomish River and glimpses of peaks such as Gun Peak, Merchant Peak, Mount Baring, Mount Persis, and Mount Index can be seen. The foreground is enclosed by vine maple, big leaf maple, and conifer species. Glimpses of the middleground are limited in this area. The dominant scenic elements are texture and color. The landscape is slightly altered to natural appearing in the foreground and natural appearing in the middleground. Railroad tracks, trestles, utility lines and structures can be seen throughout the west end of the Byway. (USFS)

- The road is winding and enclosed by rugged wooded hills with occasional open views to the Skykomish River to the south and at bridges.
- Impressive view of Mount Index at MP 33.45 is the first full view of the grey granite mountain face from the west. It is a highly memorable visual form and landmark. First perception of being "in mountains"
- At MP 34.25 the confluence of Anderson Creek and the Skykomish River creates a place of high scenic value and beauty.
- Highway gains elevation noticeably.
- At MP 36.1 Mount Baring is an imposing sight axial to the road. The Espresso Chalet is a popular rustic appearing traveler's rest stop occupying a dramatic spot with steep landforms. An eastward facing strobe light detracts from the otherwise quaint and appealing appearance.
- Bridal Veil Falls is of high scenic quality and is highly visible to the south across the river valley. The road is enclosed by rock on north side.
- MP 37 Road cuts evident as grades steepen, slopes are rip-rapped and rockfall protection is apparent.
- MP 37.5 Tree stands are now 60 feet high compared with 30-foot height several miles further west. Roadway is more winding, jersey barriers are used for guardrails.
- MP 39 Railroad, highway, river all meet in close proximity. Highway widening is impossible at this point without major change to either the railroad or the river alignment. Jersey barrier constructed on outside curve for safety detracts from views from travel lane to river scenery of exceptional beauty.



- MP 40 At Baring the view corridor is more open. The paired steel truss railroad and highway bridges lend scenic character to this place. They tie the corridor visually with several other places where double bridges occur. The Mountain View General Store and Der Baring store are visually compatible familiar sights in this area. Sobiesk Mountain is axial to the roadway.
- MP 41 Landforms rise dramatically; mid-ground all-around. The visual impact is more rugged, scenic.
- MP 43 Steep, awesome scale. The road crosses over the railroad which disappears from the corridor view
- MP 46 Money Creek Road. The only rock tunnel along corridor, the place is exceptionally scenic due to the 1937 historic rock tunnel and pristine Skykomish River just below the south roadway edge. The intersection and the bridge to the Money Creek Campground are surrounded by woods. This area should remain undeveloped within this viewshed to preserve its unique scenic beauty.
- The highway corridor between MP 45 – 47.5 is a classic enclosed, forested, nearly canopied space; mixed deciduous and coniferous tree stands are interspersed with peak views of the river. Peak views of the railroad running south of the river appear.
- At MP 48.48 commercial structures occupy an otherwise highly scenic intersection. Natural forest vegetation landscape screening of fir, cedar and vine maple and salal and swordfern understory would soften paving and walls and integrate these businesses visually. Changing their signs to low, painted and carved wood types and cladding the facades in softer colors and natural materials would greatly enhance this entrance to town. Lighting should be in a historic style compatible with the town. The Skykomish Chalet is a positive architectural style. The beautiful historic steel bridge crossing the Skykomish River is a landmark gateway into town. Views of Beckler Peak are axial with the road and Maloney ridge encloses the historic logging town of Skykomish off highway to the South.
- MP 49 The BNSF Railroad is more prominent visually within corridor, the USFS Ranger Station is a notable structure in this area, forested corridor resumes, forming strong, visual edges.

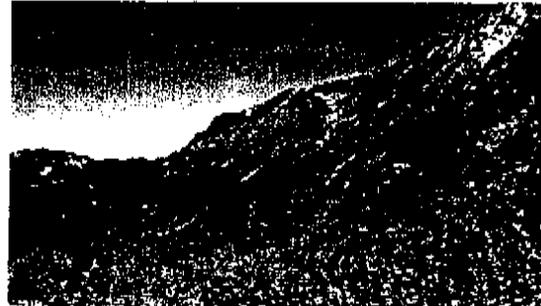
9. Landscape Type: Alpine Falls to Henry Creek

MP 54.45 - 71.42

The area from Alpine Falls to Henry Creek is rugged and mountainous with a series of enclosed and panoramic landscapes. The top of the pass provides a panoramic view of the mountains and Stevens Pass Ski Resort. The landscape condition is slightly altered to natural appearing vegetation. Powerlines, sometimes very visible and other times barely perceptible, are a common element found in this section

of view corridor. Some previously treated areas on the eastern slope appear slightly altered. Stevens Pass Ski Area, remnants of the Stevens Pass historic snow sheds, Yodelin ski area, WSDOT snowshed, summer homes, and the east portal of Burlington Northern's 7.8 mile tunnel are structures viewable from US 2. The overall scenic condition is natural appearing. (USFS)

- MP 52 Mountains, still characterized by mixed stands of trees.
- MP 53 Steep walls next to road. True mountain highway feeling.
- MP 54 Elevation 1250. Forested corridor; mixed stands.
- MP 56 Elevation 1500. Foreground mountains all around.
- MP 58 Elevation 2000. Coniferous stands -- monoculture, only.
- In winter months the mileage markers are fully snow-covered from this point. The highway is characterized by rapid elevation gain. Steep slopes down along north side of road; elevation "falls off" dramatically. Mountainside totally exposed; no trees.
- Qualities of mountain pass; perceptions of "nearing the pass" evident. Openness.
- Elevation 3600. Mountains steep. Solid tree cover on north facing slopes interrupted by slide chutes. Avalanche and rock slide areas beside highway.
- Stevens Pass. Immediate roadside area appears drab and utilitarian, lack of landscaping/organized edges. Ski resort beyond is attractive/active and scenic year round.
- East of Stevens Pass, heavier tree cover again; "solid" cover.
- Well-defined, forested highway corridor at Nordic Center.
- Occasional hardwoods "creeping in" again.



10. Landscape Type: Henry Creek to White Pine Creek

MP 71.42 – 78.28

The area from Henry's Creek to White Pine Drainage is a mountainous, enclosed landscape with steep side slopes overlooking White Pine Creek, Arrowhead Mountain, and the rocky slope of Nason Ridge. The foreground vegetation is dense and creates a strong variety of line, color, and textures. The middleground is viewed in a variety of glimpses that unfold throughout the drive. The middleground view focuses on the steep side slopes and rugged peaks and ridge tops. The landscape is lightly altered to natural appearing in the foreground and natural appearing in the middleground. Powerlines course over the



Byway route six times, dominating the view. Structures are few in this area. (USFS)

- MP 72 Highway at base of steep terrain.
- MP 73 Nason Creek. Mountains all around.
- MP 75. Mountains pull-away from road; views "open up".
Entering steep mountain terrain.
- Merritt Lookover at MP 76.5
- Canyon views.
- Coniferous stands only.
- Mixed stands; some occasional pines, more aspen.

11. Landscape Type: White Pine Creek to Tumwater Campground MP 78.28 – 90.44

The area from White Pine Creek and Tumwater Campground is an enclosed landscape, which meanders through a pastoral landscape. Large, open meadow areas and a glaciated valley floor with dense forests area seen. The valley floor is a mixture of Aspen, California Poplar, Vine maple and mixed evergreens. Glimpses of Nason Creek, Nason ridge and McQue ridge are visible throughout the drive. Ridge tops on both sides of the valley are highly visible and dominant.



The landscape is slightly altered to natural appearing in the foreground. The middleground ranges from natural appearing to altered. The landscape is interspersed with existing power lines that are low to high in visibility from White Pine to Coles Corner. The Burlington Northern Railroad parallels US 2. The Winton mill, Coles Corner, Washington State Department of Transportation, Nason Creek Rest Area, recreation residences and a few commercial establishments are the dominant structures in this area. (USFS)

- Elevation 2200. Looking up at valley walls away from highway.
- At MP 80-81 the first glimpses of flat, open meadows between US 2 and mid-range ridges with mountain peaks behind are seen.
- Streams, rivers alongside, with highway "flat".
- MP 82. First evidence of pine forests; east of Nason Creek.
- Lake Wenatchee turn-off.
- Elevation 2000. Turn-off at Coles Corner.
- MP 86. Mixture of pine, coniferous, hardwood stands.
- Coniferous corridor forested edges. Well-defined.
- MP 88. Mountains down to highway again. "Layered" views.

Landscape Unit C: Canyons, Drylands, and Eastern Washington Orchards

12. Landscape Type: Tumwater Campground to Leavenworth MP 90.44 – 99.20

The Tumwater Scenic Area comprises most of the area from Tumwater Campground to Leavenworth. The canyon is an enclosed landscape with steep, rugged slopes, and a dense mixture of conifer species. Deciduous trees such as vine maple and cottonwood are highly visible. White water tumbling through the canyon provides a diverse scenic quality.

The landscape is natural appearing throughout the canyon. The dominant elements are white water, rugged steep rocky landforms, and a combination of deciduous and coniferous vegetation. Old bridges, the Tumwater dam, recreation facilities, and gift shops are structures viewable from this curving roadway. (USFS)

- (MP 90) Tumwater Canyon begins. Forested corridor. Pine / coniferous mixture.
- (MP 91) Mountains drop right down to river / highway. Perceived as vertical walls, both sides.
- Road / river both at base of canyon. Entire mountainsides “burned out” from fire.
- (MP 94) Spectacular rock outcroppings above / along roadway.
- (MP 95) Dam, spillway, lake.
- (MP 96) Rocky riverbed alongside highway.
- (MP 97) Magnificent river canyon – south side spectacular.
- (MP 98) Burn still plainly visible – exposed mountainside.
- (MP 99) Territorial views open-up looking due east. Rocks, pines dominant.
- Leavenworth. Bavarian architectural theme evident.
- Mountains open up. Icicle ridge forms clear, crisp visual edge / backdrop to community.
- Automobile oriented commercial detracts from corridor views.
- Long-range views toward southeast / mountains.
- Bavarian village center on south side of highway. Very inviting.
- East side of Leavenworth, distinct feeling of “leaving mountains”. (Conversely, when approaching Leavenworth from east, distinct feeling of “entering mountains”).



13. Landscape Type: Leavenworth MP 99.20 – 101.0

The town of Leavenworth is nestled in a dramatic setting at the base of Icicle Ridge and Tumwater Mountain. The City is Bavarian in theme and the architecture is intricately designed with carved wood and painted motifs true to this style. The town is compact and pedestrian oriented with small-scale buildings and vibrant storefronts. The streets are active year round with visitors and various fairs and festivals. The landscape is eastern Washington in type with Ponderosa Pine and sage predominating. The river is visible to the south and the landforms open up to the river valleys to the south and east. The dry desert canyons can be seen to the east and north.



14. Landscape Type: Leavenworth to Peshastin MP 101.0 – 104.5

The Leavenworth to Wenatchee area comprises a mostly dry, desert landscape, consisting primarily of rolling hills in the foreground and middleground, with canyons and ridges beyond. The landscape character is a combination of dryland foothills and orchards scattered throughout the corridor. The Wenatchee River provides visual contrast and contributes to the unique scenic beauty of the eastern Washington desert landscape. US 2 provides convenient and efficient truck accessibility to the orchards. There are some notable rock outcroppings in this area, the most dominant being Peshastin Pinnacles.

The landscape is altered along the towns of Peshastin and Cashmere, taking on an agricultural / industrial character. Riparian vegetation characterizes the river corridors here, consisting of cottonwoods and other indigenous species.

- MP 101 Exclusively pine forests; rolling hills, ridges, foreground / midground.
- MP 101.5 First orchards alongside highway.
- MP 102 Wenatchee River, rock outcrops appear.
- MP 103 Peshastin. Agricultural, industrial character. Valley: flat / rolling.
- MP 104 Orchards, rolling hills.
- MP 104.5 Orchards, both sides.
- MP 105 Dry ridges to north; scattered trees, grass understory. On south are “north-facing” slopes, fully tree covered.
- MP 108 Road, river.



- MP 108.5 Peshastin pinnacles. River, orchard views with valley to south of & adjacent to highway. Low-lying.
- MP 111. Cashmere. Mountains surround; mostly grasses. Scattered trees. Sage.
- Automobile-oriented commercial and unscreened agricultural industrial detracts from otherwise pastoral views.
- MP 113. Dry hills surround valley. Landscape now almost devoid of trees. Conversely, when driving back toward the west at this point, the first glimpses of the spectacular, snow-capped mountains around Leavenworth can be seen in the distance.
- Orchards throughout valley floor. Wenatchee River, homes. Orchard character reinforced by place names such as "Red Apple Road".
- MP 115. Monitor. Agricultural town.
- Grassy, rolling hills down to highway. Cottonwoods along river; riparian vegetation. Growing number of large homes in Sunnyslope area.
- MP 117. From Cashmere / Monitor valley travel over "saddle" into Wenatchee.



Stevens Pass Greenway

Recreation and Tourism: Qualities, Opportunities, Resources and Use

One of the most striking realizations experienced when traveling the US 2 Stevens Pass Greenway Corridor is that of the tremendous diversity contained within the Cascade landscapes. This diversity is expressed in elevation and geology, vegetation and habitat zones, precipitation and climate, all of which combine to provide a uniquely rich variety of opportunities for tourism and recreation. Complementing these opportunities are sweeping vistas and some of the most scenic areas in the State of Washington and entire Pacific Northwest.

The Greenway Corridor passes through the Mt. Baker-Snoqualmie National Forest for 27 miles west of Stevens Pass summit before entering the Wenatchee National Forest for the next 34 miles east of the summit.

Numerous holdings of Washington State Parks, the Washington State Department of Natural Resources, and the Washington State Department of Fish and Wildlife are located within the corridor. Major State Park facilities within the corridor include Wallace Falls State Park, Lake Wenatchee State Park, and Peshastin Pinnacles State Park.



The towns and communities along the Greenway Corridor also contribute to its uniqueness. Most rural communities within the corridor west of the summit reflect their historical and on-going relationship to logging and the Great Northern Railroad (now Burlington Northern and Santa Fe). East of the summit, many communities reflect the influence of fruit production and the railroad on their economies.

The recreational opportunities and environmental amenities provided by the National Forests, as well as other public and private lands, also make an important contribution to lifestyles and economic vitality in communities along the corridor. Because tourism has become and is expected to remain such a large component of the economic base of many of these communities, they are highly dependent on the variety, quality, and accessibility of recreational opportunities. A unique and highly successful example within the corridor is the town of Leavenworth, which recreated itself as a Bavarian Village in response to the economic opportunities afforded by tourism.

The Greenway Corridor encompasses the most traveled section of the 400-

mile Cascade Loop. This highway route is effectively promoted by the Cascade Loop Merchants Association. The Loop route extends east from Everett on US 2 through the Greenway Corridor to Wenatchee; then north and west, re-crossing the Cascades on US 20 and the North Cascades Scenic Byway; then south from Anacortes to Whidbey Island, where the route is completed via the Clinton-Mukilteo ferry. Because the Cascade Loop is the overall encompassing Scenic Byway, the Stevens Pass Greenway must be complementary to its overall vision.

Recreation and Tourism Resources and Opportunities

The abundance of tourism and recreation resources and opportunities within the Greenway Corridor supports identification of geographic "opportunity zones." These zones contain both unique and shared attributes that influence the activities and experiences that occur there. For ease of presentation, the Greenway Corridor may be divided into eight generalized zones, progressing from west to east. These include:

- Skykomish River Valley and Agricultural Lands;
- Western Cascade Foothills and Woodlands;
- Wet-Side Mature Forests and Upper Skykomish River;
- Cascade Crest and Sub-Alpine Mountain Meadows;
- Dry-Side Mature Forests and Nason Creek;
- Tumwater Canyon and Upper Wenatchee River;
- Leavenworth Bavarian Village; and
- Eastern Cascade Foothills and Fruit Orchards.

Examples of distinctive tourism and recreation resources and points of interest within each of these zones are identified below, progressing from west to east along the Greenway Corridor. A comprehensive inventory with descriptions of corridor features by milepost is included as an appendix to the Stevens Pass Greenway Corridor Management Plan.

Skykomish River Valley and Agricultural Lands:

- Evergreen State Fairgrounds
- Evergreen Motor Speedway
- City of Monroe
- Farmland, pasture, Skykomish River, and Cascade Range views
- Town of Sultan
- Sultan Basin Recreation and Sports Area access

Western Cascade Foothills and Woodlands:

- Town of Startup
- State Salmon hatchery
- Town of Gold Bar
- Wallace Falls State Park
- Wallace Falls views
- Skykomish River and Big Eddy River Access Park
- Mount Index views
- Boulder Drop on Skykomish River
- Town of Index
- Skykomish River State Park
- Index rock climbing wall (Town Wall)
- Index-Galena Road access to Beckler Loop and Forest Service campgrounds
- Bridal Veil Falls views
- Lake Serene Trail
- Heybrook Trail and Lookout
- Mount Baker-Snoqualmie National Forest Boundary

Wet-Side Mature Forest and Upper Skykomish River:

- Town of Baring
- Baring Mountain views
- Village of Grotto
- Money Creek Forest Service Campground
- Old Growth Forest
- Access to Miller River Road and Forest Service campground
- Town of Skykomish and Burlington Northern-Santa Fe (BNSF) yard
- Beckler River Loop Road access to Forest Service campgrounds
- Skykomish Ranger District Office
- Foss River Road access to Forest Service campgrounds and Necklace Valley
- Tye River
- Tonga Ridge and Alpine Falls views
- Stevens Pass Historic District and Wellington Townsite
- Tye Wagon Camp
- Deception Falls and Nature Trail

Cascade Crest and Sub-Alpine Mountain Meadows:

- Iron Goat Trail access
- Old Cascade Highway access
- Surprise Lake Trail
- BNSF yard and Cascade Tunnel west portal
- Scenic Hot Springs (private property)
- Cascade mountain views
- Stevens Pass Ski Area
- Stevens Pass summit (4061 foot elevation)
- Pacific Crest National Scenic Trail
- Old Cascade Tunnel east portal
- Stevens Pass Nordic Center
- Bygone Byways Interpretive Trail

Dry-Side Mature Forest and Nason Creek:

- Cascade Tunnel east portal
- Nason Creek
- Cascade mountain views
- White Pine Road access to dispersed campgrounds and recreation sites
- Nason Creek Rest Area
- Coles Corner
- SR 207 access to Lake Wenatchee, State Park, and Forest Service campgrounds
- SR 207 access to Kahler Glen, Fish Lake, and Lake Wenatchee cross-country ski trail systems
- Tumwater Forest Service Campground and Picnic Area

Tumwater Canyon and Upper Wenatchee River:

- Wenatchee River
- Tumwater Canyon and waysides
- Salmon migration views
- Swiftwater Picnic Area
- Drury Falls and Jupiter Rock climbing areas
- Tumwater Dam
- Whitewater river views
- Castle Rock and Tumwater Tower climbing areas
- Icicle Road access to Forest Service campgrounds and dispersed

recreation sites and trailheads

- Leavenworth National Fish Hatchery

Leavenworth Bavarian Village:

- Town of Leavenworth and numerous Bavarian-themed tourist amenities
- Leavenworth cross-country ski trail system
- Tumwater Complex Bakke ski lodge and ski jumps
- Leavenworth Ranger District Office
- Icicle Ridge and other Cascade mountain views

Eastern Cascade Foothills and Fruit Orchards:

- Wenatchee River
- Prey's Orchard and tours
- Town of Peshastin
- Fruit orchard views
- Cascade Range views
- SR97 access north to Cascade Loop, Methow Valley, and south to Stuart Range, Blewitt Pass, and Mountains to Sound Greenway
- Peshastin Pinnacles State Park climbing area

Existing and Projected Participation in Corridor Activities

The Greenway Corridor and National Forests through which it passes are expected to be used by an increasing cross-section of the American people and foreign visitors in the future (Land and Resource Management Plan, Wenatchee National Forest, 1990). The largest increase in use likely will be among people living in urban centers. As a result, the Greenway Corridor will experience a less than proportionate increase in use from local communities and will become much more of a national resource.

The corridor's proximity to major metropolitan areas and the variety of tourism and recreation opportunities that are available will be exhibited in the continual growth of tourism and recreational uses of the corridor. In general, tourism and outdoor recreation activities in the corridor that have high existing levels of participation include:

- driving for pleasure;
- viewing scenery;
- information gathering;
- viewing interpretive signs;
- visiting fairs and museums;
- overnight tent camping;
- recreational vehicle (RV) use and camping;

- walking and day hiking;
- backpacking;
- alpine skiing;
- snow play;
- bicycling;
- mountain biking;
- fishing;
- kayaking;
- rafting; and
- rock and ice climbing.

Corridor-based activities that are expected to experience high growth in demand in the future include:

- driving for pleasure;
- off-road driving using 4-wheel drive vehicles;
- sightseeing and exploring;
- visiting interpretive centers;
- photography;
- tent camping overnight;
- RV use and camping;
- picnicking;
- walking and day hiking;
- backpacking (on- and off-trail);
- alpine skiing;
- snowboarding;
- cross-country skiing;
- snowshoeing;
- sledding and snow play;
- snowmobiling;
- bicycling;
- mountain biking;
- fishing;
- kayaking;
- rafting;
- rock climbing;
- mountaineering;
- bird watching;
- wildlife viewing; and
- hunting.

Because of its length, diversity, and accessibility, the Greenway Corridor has the capacity to absorb substantial recreation use at any time of the year. One of the most popular recreation activities in the corridor that also is available year-round is driving for pleasure. Opportunities for discovering the scenic beauty of the corridor and exploring its natural and human history exist on US 2 as well as on many of the connecting highways and forest roads.

Overall tourism and recreational use in the Greenway Corridor is heaviest in the summer months. During the summer use season, campgrounds, picnic areas, and waysides offer visitors a range of outdoor experiences suited to their expectations and pace. These sites often are at or near capacity on the busiest weekends and holidays periods during the primary summer use season. Despite the predominance of summer-oriented uses in the corridor, greater balance between demand for summer and winter activities is expected in the future as demand for both developed and dispersed non-motorized winter recreation opportunities continues to grow rapidly (Land and Resource

Management Plan, Wenatchee National Forest, 1990).

The dominant winter-oriented recreation activity within the corridor is downhill skiing at Stevens Pass Ski Area. Visitor use at developed alpine ski areas such as Stevens Pass will increase, and continued improvement and expansion of this facility is likely to continue. The Chiwaukum Mountains in the vicinity of the Dardanelles on Highway 2 is another promising potential downhill ski area that has been inventoried within the corridor (Land and Resource Management Plan, Wenatchee National Forest, 1990). Cross-country skiing occurs at the Stevens Pass Nordic Center and on trails and forest roads throughout much of the corridor. Portions of the corridor also offer opportunities for other snow sports and recreation pursuits such as snowmobiling, dogsledding, and snow shoeing.

As early spring arrives, hikers, horse users, mountain bikers, and trailbike enthusiasts return to lower elevation trails and forest roads. Trail use and recreation activities trace the snow line into higher elevations throughout the summer until the transition to winter again pushes users back down into the valleys or into snow-oriented recreation activities.

Conflicts Between Tourism and Recreation Uses

Conflicts between tourism and recreation uses typically occur where participants rely on the same resource to support incompatible activities or to satisfy disparate expectations. While most conflicts involve direct interaction among users, other conflicts such as noise and air pollution, resource damage, and differences in user expectations or trail standards may occur even when participants are removed from each other by time or space.

Examples of conflicts that occasionally occur involving corridor resources include:

- motorized and non-motorized recreation activities;
- tent camping and RV camping;
- fishing and other water sports;
- firearms use and other forest activities;
- multiple use of trails (i.e. horse/bicycle, horse/pedestrian, mountain bicycle/pedestrian, and cross-county skier/snowmobile);
- bicycles and motor vehicles on roadways where the highway shoulder is inadequate;
- automobiles and slower moving RVs or travel trailers where turnouts are not available; and
- driving for pleasure and trucking traffic where passing lanes are not available.

In the long-term, over-crowding of recreation resources and user conflicts will become more common as tourism and recreation demand increases.

Increasing numbers of visitors are expected to seek opportunities to enjoy activities related to specialized recreation pursuits and equipment. Use of boats, rafts, other watercraft, motorcycles, bicycles, mountain bikes, snowshoes, Nordic skis, RVs, and off-road vehicles will continue to grow. As a result, many visitors are expected to experience decreased satisfaction caused by crowding and conflicts, and will seek new opportunities. Less popular and lightly used areas will receive increasing visitor use.

The Forest Service and other public agencies with responsibility for management of recreation resources are currently working to develop separate trail routes, recreation areas, and management strategies to separate use and reduce conflicts among off-road vehicles, trail bikes, snowmobiles, cross-country skiers, hikers, mountain bikes, and horseback riders. Public agencies also seek to reduce user conflicts by separating uses through land allocations. Scenic areas, unroaded dispersed recreation areas, areas for motorized or non-motorized use, and classified Wild, Scenic or Recreational rivers are all potential allocations that can separate uses and reduce conflicts. It also is possible to eliminate or reduce damage and conflicts through information programs and by applying seasonal or year-round restrictions on uses of trails or resource areas. On US 2, the Washington State Department of Transportation seeks to provide transportation facilities that are adequate for all intended users while also providing for safety and reducing any adverse effects on natural or scenic resources.

Conflicts With Other Land Uses

Conflicts between tourism and recreation resource uses and other land uses typically occur where one use unacceptably compromises another, where private land is used by the public without appropriate regard for the rights of the land owner, or where actual trespass is involved. In some cases, persons are unaware that they have entered upon private land due to the checkerboard pattern of some public and private land holdings in the corridor. One of the greatest conflicts within the Greenway Corridor may occur between driving for pleasure or viewing scenery and visual management of lands that are used for commercial, residential, or other development; timber production; or electrical power transmission lines.

Retention of natural appearing landscapes, scenic values, and visual quality may be abled within much of the Greenway Corridor on lands managed by the Forest Service as a result of reduced timber harvest levels. However, reduced harvest levels is not the mandate of the Forest Service. Harvest levels are expected to fluctuate with policy changes, demand for timber, and classification of land for habitat protection versus commodity production. Furthermore, it is expected that a large portion of private lands along the corridor and connecting scenic roadways could be harvested in the short-term resulting in adverse affects on scenic quality (Land and Resource Management Plan, Mt. Baker-Snoqualmie National Forest, 1990).

Other opportunities exist to benefit tourism, recreation, and scenic values through timber management. Examples could include improvement of big game cover/forage relationships and using selective timber removal to improve the visual condition of the travel corridors, open views of surrounding landscapes, and promote increased vegetative diversity. Another example would be the opportunity to view and learn about working forests and lumber mills.

The Mt. Baker-Snoqualmie and Wenatchee National Forest Land and Resource Management Plans emphasize unroaded recreation, protection of scenery along major highway corridors, increased big game populations, an increase in the number of miles of designated Wild and Scenic Rivers, high quality water, and stable supplies of wood fiber (Land and Resource Management Plan, Mt. Baker-Snoqualmie National Forest, 1990; and Land and Resource Management Plan, Wenatchee National Forest, 1990). The National Forest plans maintain roadless areas, provide wildlife habitat for game and non-game wildlife species to maintain viable populations, and provide for increased trail development. In addition, acquisitions by the Forest Service in fee or of partial interests such as scenic easements are planned in the Lake Wenatchee and Icicle Valley areas. In summary, the Forest Plans are generally consistent with and supportive of opportunities for increased tourism and recreation use within the US 2/Stevens Pass Greenway Corridor.

Stevens Pass Greenway

Historic and Cultural Resources Assessment

In Washington State, US 2 follows an undulating path from the Puget Sound in Everett to the eastern slope of the Cascade Mountains. The Washington Department of Transportation has contracted for a corridor management study of the portion of US 2 from Monroe to Peshastin (Project). Known as the Stevens Pass Greenway, this area follows some of the highway's most rugged terrain through the Cascade Mountains. This segment of Highway 2 begins at an elevation of 67 feet in Monroe and climbs 52 miles to reach an elevation of 4,055 at Stevens Pass. On the east side of the Pass, the road drops 39 miles to an elevation of 1,058 in Peshastin.



Research for this Project has revealed that humans have played an important part in shaping the Stevens Pass Greenway for thousands of years. Tangible reminders of both prehistoric and historic human activities are apparent throughout the corridor. This report provides an overview of the Project Area's prehistory and history; identifies significant historical sites including those listed in the National Register of Historic Places (National Register); and provides recommendations about the interpretation and management of archaeological and historic resources.

Cultural Overview of the Stevens Pass Greenway

From Monroe, US 2 passes through the Puget Sound Basin continues east over and beyond the Cascade Mountains. The varying topography, climate, and resources available in each zone have influenced the way humans used the area over many millennia. The prehistoric populations that use the different zone followed varying subsistence practices. For example, the lush environment and abundant natural resources in the Puget Sound Basin supported larger numbers of people than the mountainous inland areas, which experienced a harsher climate without easily accessible and rich marine resources.

The Snohomish, Skykomish, and Wenatchee Indians lived within the Project Area. The Snohomish occupied the western edge of the Project corridor, using the land from Monroe west to the coast (Gough et al. 1988:17). Proximity to the coast meant that the Snohomish supplemented their diet of wild game and plants with shellfish and other marine species. Marine resources were not an

important food source for the Skykomish, who lived between Monroe and Stevens Pass, or the Wenatchee, who lived east of the Pass. Prehistoric people from the Puget Sound Basin and the Cascade Mountains commonly depended on anadromous fish, such as salmon and steelhead, to supplement their diet. Proximity to this important food source influenced their settlement pattern causing these prehistoric groups to establish villages near the biggest fisheries, frequently located at the confluences of rivers (Hollenbeck and Carter 1986:134).

The Skykomish lived along their namesake river and occupied four principal villages at the present day towns of Sultan, Startup, Goldbar, and Index (Tweddell 1974:653-656). The Skykomish hunted, fished, and gathered roots on the western slope of the Cascade Mountains. Using a system of well-developed trails, the tribe also traveled west to trade with coastal tribes (Ruby and Brown 1986:211). The Skykomish traded food and shell money acquired from the coastal tribes for such goods as tobacco and pipes from the Wenatchee to the east (Hollenbeck 1987:169).

The Wenatchee occupied five primary villages located within the Wenatchee River watershed and on a small portion of the Columbia River, near the mouth of the Wenatchee (Ruby and Brown 1986:266). The lower end of the Wenatchee River's Tumwater Canyon included two important fishing settlements located at the confluence of the Wenatchee River and Icicle Creek and eight miles north of this location. A late nineteenth-century study of these fisheries suggests that between 400 and 600 Wenatchee, along with Indians from different tribes, annually fished in this area (Hollenbeck and Carter 1986:134). During the fishing season, the congregation of Indian people from different tribes facilitated trade relations. To trade with surrounding tribes, the Wenatchee also traveled west across the Cascade Mountains (Ruby and Brown 1986:266). Within the study area, the most frequently used trail followed the Little Wenatchee River valley west to Cady Pass and then dropped into the valley of the North Fork of the Skykomish River (Hollenbeck 1987:168).

Indian people may have also used Stevens Pass to cross the mountains. Although the Great Northern Railway Engineer, John Stevens, noted that the Pass had not been used as an Indian trail when he surveyed the area in 1890, other sources indicate that the Pass may have been used by Indian people (Stevens 1935:29). For example, Harry Smith, an early developer in the Stevens Pass area, noted that the route surveyed by Stevens and later used for the

Great Northern Railroad, followed the path of an old Indian trail. According to a prehistoric and ethnographic study of the Wenatchee National Forest, "it seems likely that there was at least intermittent use of Stevens Pass as a travelway" (Hollenbeck and Carter 1986:D-6).

When Euroamericans arrived in the Northwest they first explored the more easily accessible coastal areas. In search of a more direct route from Europe to the Far East, the British Captain James Cook traveled the coast of Washington in 1778. The publication of this expedition in 1784, brought about considerable Euroamerican interest in exploring the region to establish land claims and to exploit the natural resources for commercial purposes (Schwantes 1989:19-25). Exploratory journeys were followed by an influx of fur trappers seeking to exploit the areas' natural resources. As early as 1811, the American Fur Company established Fort Astoria at the mouth of the Columbia. With the introduction of fur trading forts came the development of farms and the establishment of some of the first permanent Euroamerican settlements in the Northwest.

The history of the Project Area has been shaped by human extraction of natural resources. Historian Carlos Schwantes noted that the fur trade was the "first large-scale corporate enterprise in North America." Although fur trader's did not establish forts within the Project Area, the Cascade Mountains attracted transient trader's who harvested the area's beaver and other fur-bearing animals (Schwantes 1989:53).

In 1846, the British boundary in the Northwest receded to the 49th parallel, opening the land that comprises current-day Washington and Oregon for American use. During this period, mineral prospecting drew Euroamericans to the Project Area. Along the Stevens Pass Greenway, the towns of Sultan and Gold Bar developed during the 1850s in direct response to the arrival of miners. Five miles north of Sultan, the remains of the later Horseshoe Bend placer mine provide a tangible reminder of the economic and historic importance that mining had in the development of the area (Kirk and Alexander 1990:263; Lambert 1979).

The federal government encouraged settlement of the West during the 1850s with the introduction of the Donation Land Claim Acts, which offered land to individuals if they resided on a piece of property and cultivated it for four years. Homesteading attracted settlers to Peshastin by the late 1880s. The climate of the eastern

Cascade foothills proved to be well suited for orchards if sufficient water could be obtained for cultivation. By the turn of the century, agriculturists had developed private irrigation systems that diverted water from the Peshastin and Icicle creeks and the Wenatchee River to irrigate local orchards (Kirk and Alexander 1990:105, 107).

The introduction of the Great Northern Railway to the Project Area dramatically improved transportation over the Cascades and proved to be the most influential historical event for its development. Prior to the construction of the railroad, a system of Indian trails and wagon roads brought people over Stevens Pass. Since the completion of the Great Northern Railway in 1893, many towns along this corridor have had a shared history stemming from common roots in the railroad. The town of Leavenworth, for example, was moved about three miles from its location along Icicle Creek by an investment company that learned of the Great Northern's plans to build a line through the valley. Learning the news of the forthcoming line, the company platted a new townsite along the railroad's right-of-way. The railroad, and later the highway, connected the towns along the road to distant markets. The towns at the western end of the corridor were settled before the Great Northern Railway was completed. Many of the towns at the eastern end of the Highway, including Leavenworth and the historic towns of Berne, Wellington, and Scenic, emerged after the railroad arrived, growing from railroad camps, stations, or switchyards along the route (Kirk and Alexander 1990:105 and 109).

Today, remnants of the railroad tunnels, snowsheds, and grades that are cut into the mountainsides along the Stevens Pass Greenway remind travelers of the historical importance the railroad had in the development of the area. In 1890, James J. Hill, the founder of the Great Northern Railway, competitively sought a more direct transcontinental railroad route than had been provided by the Northern Pacific Railway in 1883. Northern Pacific's line stretched from Duluth, Minnesota, to Tacoma, Washington, crossing the less severe Snoqualmie Pass. In 1888, the Great Northern Railway engineer, John F. Stevens surveyed a more direct route from St. Paul, Minnesota to Everett, Washington crossing the 4,055-foot Cascade Mountain pass, which currently bears his name.

The rugged landscape of the Cascade Mountains challenged railroad engineers who responded with innovative, although

somewhat precarious, designs. Under pressure from Hill to develop a railroad as quickly as possible, Stevens developed switchbacks as a temporary alternative to more costly and time-consuming tunnels. The switchbacks that connected two points only three miles apart on each side of Stevens Pass wove precariously over 13 miles of track and trestles.

Among the Great Northern Railway's engineering feats at Stevens Pass was the Horseshoe Tunnel, which turned 170 degrees. As passengers at the front of a long train emerged from the tunnel, they could look back and see the train's caboose entering it. Many other tunnels, including two large-scale tunnels, bored through the mountainside near Stevens Pass. In 1900, the Great Northern Railway simplified travel over the Pass by replacing the switchbacks with the two-mile Cascade Tunnel. For ventilation purposes, the Great Northern Railway electrified the line as it ran through the tunnel, obtaining power from a hydroelectric plant in the Tumwater Canyon. Despite improvements such as the Cascade Tunnel, winter travel over Stevens Pass remained hazardous. In 1910, many people were killed when an avalanche buried two trains in the event known as the Wellington Disaster. By 1929, the Great Northern Railway constructed the New Cascade Tunnel, which extended eight miles from Berne to Scenic and eliminated the need for many snowsheds and unnecessary curves in the road.

Today, the historical remains of the railroad route over the Pass are listed in the National Register of Historic Places as the Stevens Pass Historic District (Hansen 1976:1-2). As illustrated in Figure 3-1, approximately 10 miles of US 2 pass through the district. Due to the engineering significance of the railroad tunnels and switchbacks at Stevens Pass, the Seattle Section of the American Society of Civil Engineers has also listed this portion of the grade as a National Civil Engineering landmark (American Society of Civil Engineers n.d.).

The railroad brought with it an influx of laborers representing many different ethnic groups. U.S. censuses for the Martin Creek logging camps near Stevens Pass indicate that in 1900 and 1910 the majority of laborers were Japanese. Other ethnic groups present included Irish, Italian, Scottish, and English as well as others. The railroad was constructed during the 1890s, later than many of the other transcontinental railways. Although Chinese laborers played an important role in constructing railroads throughout the Northwest, the Chinese Exclusion Act of 1882 had ended the immigration of Chinese to the United States

when the Great Northern Railway was being constructed (Blukis Onat et al. 1994: Appendix D – Historic File).

After the railroad tied inland areas along the study corridor to valuable markets, the logging and farming industries thrived. Most of the towns within the Project Area participated at some level in the logging industry. Loggers ran cut timbers down rivers to the mills located in the towns. After the Iowa Lumber Company established a mill in Leavenworth during the 1890s, it dammed Lake Wenatchee for use as a booming ground and ran logs down Tumwater Canyon to the mill (Kirk and Alexander 1990:105).

Since the turn of the century, the U.S. Forest Service has been the primary government agency responsible for land management within the Project Area. In 1893, the federal government set aside two and a quarter million acres of Forest Reserve land in Washington and closed it to settlement and resource development. Criticized by citizens who hoped to use resources in Washington's forests, the government modified the law, allowing citizens to mine, log, and farm on lands suitable for such uses (Hollenbeck 1987:283). Within lands that comprise the current-day Mount Baker-Snoqualmie and Wenatchee national forests, Washingtonians took advantage of the new law and began logging public lands. The U.S. Forest Service primarily sold timber to individuals or companies that had land holdings next to public property (Hollenbeck 1987:274). As the emphasis on timber extraction grew, the U.S. Forest Service also became involved in fire suppression, building fire lookouts throughout its forests.

The Wenatchee National Forest lands on the east side of the mountains provided important grazing land for sheepherders during the early 1900s. Unlike cattle, sheep thrived in the area's rugged landscape. Recognizing the toll sheep took on the local environment through depleting ground cover and causing increased run-off into local streams, the Forest Service eventually limited the number of sheep grazing permits issued (Kirk and Alexander 1990:113).

Recreationalists began using the Project Area after the railroad provided easy access through the mountains. Resorts catering to railroad tourists were established at Skykomish and Scenic. When the Stevens Pass Highway was completed in 1925 use of the Project Area for hiking, fishing, and hunting increased dramatically. In 1926, Leavenworth residents established a ski hill near the north end of town, and the Great Northern Lumber Company donated lumber for a ski jump. Norwegian-born

Hermod Bakke trained on this hill and in 1935 participated in the Olympic trials for ski jumping (Roe 1993:128-130). Ski enthusiasts Bruce Kehr and Don Adams also installed an 800-foot rope tow at Stevens Pass in 1937. Two years later seven ski clubs banded together in an effort to further develop the mountain. The ski clubs eventually constructed six lodges in the vicinity of the Pass; four of the original lodges remain standing (Hollenbeck 1995 and Hollenbeck 1987:304).

The traditional economy of Leavenworth, which was rooted in the railroad and logging industries, suffered economically when it lost the railroad switchyard to Wenatchee and the timber industry slowed. Hoping to attract tourists to the community in the 1960s, local residents transformed the buildings within the commercial district by adding Swiss-style facades. Decorated as a Bavarian mountain village, the town of Leavenworth became a popular destination for tourists from both the east and west sides of the Cascades (Lentz 1996:4).

The cultural qualities within the Stevens Pass Greenway are represented in the way humans have molded the landscape and built environment. The Great Northern Railway's path etched into the mountain side, the architectural styles within the local communities, and meandering irrigation systems located east of the Pass each reflect the values and ingenuity of those who contributed to the development of the corridor. Collectively, these elements create a unique environment that characterizes the people who modified it.

Historic Themes and Previously Identified National Register Sites Within the Corridor

The historical overview outlined above references the primary historical themes that have shaped the Project Area. By understanding the types of events that played a significant role in the area's history, additional historically significant sites may be more easily identified and better managed. The principle themes in the history of the Stevens Pass Greenway corridor are listed below.

- Native American Use
- Mining
- Settlement/Community Development
- Railroads
- Transportation/Wagon Roads and Highways
- Farming/Irrigation
- Logging

- U.S. Forest Service Administration
- Recreation

Research for this Project identified properties within the Stevens Pass Greenway that have been listed in the National Register of Historic Places (National Register) and the Washington Register of Historic Places (Washington Register). Table 1 lists these historic properties, along with the approximate location of each site, its name, whether it is listed in the National or State register, and what historical theme it represents. The list includes sites that are associated with logging, mining, transportation, recreation, and Forest Service administration. Additional information about each property listed in Table 1 is included on the historic property forms in Appendix A – Historic File.

Although the scope of this Project was limited to identifying properties listed in the National and State registers, the Project Area includes additional historical properties recognized as historically significant at the county or city level. Appendix B – Historic File, includes an informational paper prepared by the King County Landmarks and Heritage Program that describes the different types of landmark designation and historic inventory frequently involved in the historic preservation process. This document may assist corridor managers in identifying agencies that could provide additional information about historical resources within the Project. Other sites that have not been listed in national or local registers may possess historical value that warrants their preservation. For example, the one hundred-year-old Baring Suspension Bridge, located one-half mile east of Baring, is currently not listed in the national or local registers, although it has historical significance as one of the few wood cable bridges in this region (Bean 1985:2).

Table 1. National Register of Historic Places and Washington Register of Historic Places sites located within the Stevens Pass Greenway from Monroe to Peshastin (OAHP 1998).

Site Location	Site Name	Listing Status	Theme
Monroe vicinity	Wagner Mill Power House & Machine Shop	Washington Register	Logging
Sultan vicinity	Horseshoe Bend Placer Claim	National & Washington Registers	Mining
Sultan vicinity	Sultan River Truss Bridge	Washington Register	Transportation
Index	Bush House	Washington Register	Recreation
Index	Red Men Hall	National & Washington Registers	Community Development
Skykomish	Maloney's General Store	National & Washington Registers	Railroad

Site Location	Site Name	Listing Status	Theme
Skykomish	Wellington Disaster Site	National & Washington Registers	Railroad
Skykomish	Stevens Pass Historic District	National & Washington Registers	Railroad
Leavenworth	Leavenworth Ranger Station	National & Washington Registers	Forest Service Administration
Leavenworth vicinity	Penstock Bridge	National & Washington Registers	Railroad

Historical Interpretation Within the Stevens Pass Greenway

The historical resources within the communities along US 2 have been documented primarily by local historical organizations. The Index Historical Association has created a pamphlet that outlines a self-guided "Walking Tour of Historic Sites and Buildings" in Index. The name and date of construction for each turn-of-the-century structure on the tour is listed and identified on an accompanying map. Walking tour maps are available in Index at the Pickett Historical Museum located at the corner of A Avenue and Fifth Street. This museum displays extraordinary photographs taken by Lee Pickett, the Great Northern Railway photographer.

Within the Project Area, the towns of Monroe, Sultan, Gold Bar, and Skykomish also have historical societies that contain records and artifacts relating to local history. Within close proximity to the Project Area are two additional historical resources, the Chelan County Historical Society Pioneer Village & Museum in Cashmere and the North Central Washington Museum in Wenatchee. Both of these museums provide historical information about the development of the study area. A list of the addresses and telephone numbers for these historical organizations is included in Appendix C – Historic File. Additional information concerning cultural sites throughout the corridor may be obtained from the Mount Baker-Snoqualmie and Wenatchee national forests.

The Town of Skykomish has an interlocal agreement with the King County Landmarks and Heritage Commission to protect historic buildings, districts, and sites. In 1995, the Town enacted Ordinance 244, which established a plan to promote tourism through the preservation of local historic resources (Lentz 1996:2). The Town has since conducted an inventory of historic resources and created a historic landmark district. A walking tour of Skykomish historic sites will soon be available (Personal communication with Charlie Sundberg, December 15, 1998).

Transportation over the 4,055-foot pass provided a challenge for early locomotives and automobiles. The U.S. Forest Service has interpreted the history of transportation over the Pass at two locations at each end of the Stevens Pass Historic District. On the west side of the Pass, an interpretive sign at Deception Falls introduces travelers to the historic district by commemorating the founder of the Great Northern Railway, James J. Hill, and celebrating the driving of the last spike near Deception Falls. An interpretive panel at the Nason Creek Rest Area on the east side of the Pass details local transportation methods throughout history.

On each side of the Stevens Pass summit, the U.S. Forest Service has also created historic walking tours interpreting early transportation methods. The Mount Baker Snoqualmie National Forest, with the assistance of the Volunteers for Outdoor Washington, has created the Iron Goat Trail, a barrier-free tour of the old Great Northern Railroad grade. This trail features historic snowsheds that once sheltered the track from avalanches, a concrete tunnel with construction dates stamped into the corner stone, and a corrugated section of forest floor under which railroad ties lie. The Iron Goat Trail may be accessed by traveling on Forest Service Road 6710 located just north of Deception Falls. The Forest Service has proposed creating a trailhead for the tour on US 2 near milepost 58 (see Figure 3-1 above). The Volunteers for Outdoor Washington are currently working to complete the Wellington segment of the Iron Goat Trail, which will include interpretive signs and will allow hikers to travel six miles from Martin Creek to Wellington on a barrier free trail (Ruth Ittner).

On the east side of the Pass, the Wenatchee National Forest has established the "Bygone Byways," a barrier-free interpretive trail (USDA Forest Service, Executive Summary 1993:7). Interpretive pamphlets for this self-guided tour may be obtained at the trailhead located at US 2, milepost 71.8. This tour highlights portions of the first auto route across the Pass, the remains of a rock oven used by European railroad workers to bake bread, and other sites related to the improvement of transportation over the Pass.

The U.S. Forest Service offers additional interpretation of the Stevens Pass Historic District through a five-minute video prepared by the Skykomish Ranger District. The Forest Service has also created "Climb Aboard the Iron Goat," a curriculum for grades 9-11, which provides educators with a format for teaching children about the development of the railroad through Stevens Pass.

A historical display at the Stevens Pass Ski Area also provides information about the historic railroad town of Scenic (USFS Forest Service, Executive Summary 1993:7).

On the east side of the Pass, the Chelan County Public Utilities District has placed an interpretive sign at the Tumwater Dam which details how this hydroelectric project generated electricity used by Great Northern Railway engines (USDA Forest Service 1993:22). This sign is one of the few easily accessible roadside panels on US 2 that interprets the heritage of the corridor.

Interpretive Opportunities Within the Stevens Pass Greenway

Viewing several of the historical resources that exist within the Stevens Pass Greenway require driving into the towns that border US 2 or taking a hike from a roadside trail head. The Stevens Pass Greenway would benefit from additional interpretation at roadside pullouts. On the north side of the road just west of the Pass, is a pullout from which the Great Northern Railway's switchbacks and snowsheds are visible (personal communication with Jan Hollenbeck, June 5, 1998). This reference point offers a useful place from which to interpret the complex engineering system used to run trains over the Pass. An interpretive panel at this location could also detail the Wellington Disaster, a train accident caused by an avalanche that swept a passenger and mail train into the Tye River drainage killing 96 of the 104 passengers. This incident spurred the Great Northern Railway to increase the number of snowsheds at the Pass (Roe 1995:90). Furthermore, a historical panel at this location could provide information about the diverse ethnic groups that constructed the railroad.

Agricultural development has played an important role in shaping the lands located on the eastern side of the Pass. Evidence of agricultural activities is apparent in the tilled fields, neatly arranged orchards, and irrigation canals that wind their way along the highway. The transportation of water through irrigation systems such as the Icicle Creek and Peshastin Canals allowed the agricultural industry to thrive. These canals provide an opportunity to interpret the importance of farming in eastern Washington as well as the engineering techniques used to transport the water. One possible location for such a sign is milepost 105, from which the North Dryden Flume of the Icicle Irrigation Canal is visible (Stewart and Carter n.d.: 9).

Since the turn of the century, logging has played an important part in the cultural development of the Project Area. Signs of the

earlier practice of harvesting trees and running logs down rivers to local mills are still evident. An interpretive sign could be established in the Tumwater Canyon where stray timbers from these earlier log drives are still visible (Personal communication with Ann Fink, December 4, 1998).

The Stevens Pass Ski Area is a visible example of the role recreation has played in the way humans have used the corridor during the twentieth century. Beginning in the 1930s, skiing clubs from both sides of the Cascade Mountains worked to clear ski runs and establish lodges. Four of these original lodges are located at the Pass (Hollenbeck 1995). To inform travelers about the development of the local skiing facilities an interpretive sign that includes photographs of the lodges and a map showing the location of each lodge could be placed in the Stevens Pass Ski Area parking lot.

The Stevens Pass Greenway could be enhanced with the introduction of displays interpreting local prehistoric use and activities throughout the corridor. Information about prehistoric activities could also be included on signs interpreting the Project Area's history. In the past, the Wenatchee Forest Service provided interpretation of the Swiftwater Rockshelter located at the Swiftwater Campground. In recent years, however, vandals removed the site's interpretive sign. The Wenatchee Forest Service recently contracted for the excavation of the Swiftwater Rockshelter. The results of this study would provide useful information for interpretive purposes (Personal communication with Ann Fink, December 4, 1998).

To provide travelers with an overview of the Stevens Pass Greenway a historical summary of the corridor could be available to visitors on cassette tape. Such a tape would discuss the corridor's principal historical themes by highlighting specific resources visible during the drive over the Pass. An abbreviated version of the tape could be created specifically to interpret the Stevens Pass Historic District.

Management Recommendations

Effective management of the Stevens Pass Greenway involves coordinating with interested parties to identify cultural resources for interpretation and for protection according to local, state, and federal regulations. Interested parties include the agencies and individuals that own land within the Project Area, such as the Mount Baker Snoqualmie and Wenatchee national forests, Washington Department of Transportation, Washington

Department of Natural Resources, and private landowners. Parties that may be interested in the management of historic resources within the Project Area also include local historical organizations, the planning offices of each town along the highway, the historic preservation offices of Snohomish, King, and Chelan counties, the Washington Office of Archaeology and Historic Preservation, local Indian tribes, and individuals interested in historic preservation. Coordination with interested parties will identify new resources and management concerns.

US 2 passes directly through the predominant historical area within the corridor, the Stevens Pass Historic District. At the western end of the historic district, several interested parties have collaborated to assist in the management of the Iron Goat Trail. The Volunteers of Outdoor Washington, partnering with the Burlington Northern Foundation and the State of Washington, have assisted in the development of the Iron Goat Trail. The Burlington Northern Railway and Shannon and Wilson consultants have also aided in the management of existing structures on the historic railroad grade. At the eastern end of the district the Northwest Interpretive Association, Apple Valley Kiwanis, and the Washington Department of Transportation participated in maintaining the "Bygone Byways" trail (USDA Forest Service, Executive Summary 1993:18). Continued partnerships such as these offer an important means of preserving valuable resources.

The organizations and agencies responsible for interpreting historical resources within the corridor should be sensitive to the resources being highlighted. Interpretation should be limited to sites on public lands or that are of a commercial nature, such as a historic hotel or store. Fragile archaeological sites that could be damaged by increased visitation and sites that may be culturally sensitive for local Native American tribes should not be interpreted. Standardization of historical signage through the use of common colors and format for interpretive panels would attract travelers' attention to historical sites along the highway.

The interpretation of historic resources within the Stevens Pass Greenway is both a useful educational tool for travelers and a means to increase public awareness about preserving cultural resources. To effectively manage the Stevens Pass Greenway, a campaign supported by interested parties needs to promote historic preservation and the rehabilitation of historic buildings throughout the corridor. To implement the preservation of historic resources, funding sources at the national, state, and local levels should be identified for the protection, management, and interpretation of

historic resources. Preservation may also be pursued through creating public and private partnerships for reusing old residential and industrial structures, and setting aside lands that make up the area's cultural landscape.

To thoroughly assess the types of cultural resources located within the Project Area research should be conducted in the historic property and archaeological site files of the Office of Archaeology and Historic Preservation, Mount Baker-Snoqualmie National Forest, and the Wenatchee National Forest. Historical museums or City planners in each town along US 2 from Monroe to Peshastin should also be asked to identify historic resources within their community. A list of historic and archaeological sites within the Stevens Pass Greenway should be compiled and each site mapped.

In order to effectively manage the historical resources within the Project Area, information from new research projects within the Stevens Pass Greenway should be incorporated into the previously gathered historic resources information. For example, the Skykomish and Wenatchee Rivers have been recommended for classification as National Wild and Scenic Rivers in the Forest Land Management Plans. To facilitate the management of historic resources within these river corridors, the USFS is required to conduct a sampling cultural resource survey of lands along each river (Blukis Onat 1980:1). Historical sites located during such studies could provide useful information for the management of the Stevens Pass Greenway.

The identification of significant resources within the Stevens Pass Greenway will assist in the management of resources according to historic preservation regulations. Historic preservation legislation aids in the protection of significant archaeological and historic resources. Two pieces of legislation, Section 106 of the Historic Preservation Act, as amended, and Section 4(f) of the federal Department of Transportation Act, may be the most relevant laws pertaining to archaeological and historic resources within the Stevens Pass Greenway. The following paragraphs briefly describe how each law stipulates the management of resources.

Section 106 of the National Historic Preservation Act (NHPA) requires federal decision makers to take into account Project effects on properties that are located within an Area of Potential Effects and are listed in or eligible for the National Register of Historic Places (National Register). Implementing regulations are found in 36 CFR Part 800, the "Protection of Historic Properties," which call for the lead federal agency to identify the resources, to

evaluate their eligibility for the National Register, to determine Project effects on them, and to consider measures to mitigate adverse effects on eligible resources.

The National Register criteria serve as the basis for evaluating a resource's eligibility for listing at the national, state, and local levels (36 CFR 60). Eligibility is based on the quality of significance in American history, architecture, archaeology, and culture. Historic properties include districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association. Historic properties must also meet one of the following criteria:

- Possess an association with events that have made a significant contribution to the broad patterns of history.
- Possess an association with the lives of persons significant in history.
- Display distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values.
- Have yielded or be likely to yield information important in prehistory or history.

Historical resources are eligible for the National Register if they are over 50 years old and meet one of the above-listed criteria. Properties of exceptional importance that are less than 50 years old also may be eligible for the National Register. In addition to meeting one of the criteria, a historical resource must retain integrity, the aspects of which can include location, design, setting, materials, workmanship, feeling, and association. Table 1 lists the National Register properties that have been identified within the Stevens Pass Greenway. Additional National Register-eligible properties exist within the corridor, but have not been formally listed on the National Register.

Section 4(f) of the federal Department of Transportation Act prohibits the approval of federal funds for transportation projects that require the "use" of historic sites of national, state, or local significance, including the acquisition of land, unless there is no prudent and feasible alternative and the project includes all possible planning to minimize harm resulting from such use. The Federal Highway Administration has developed a programmatic Section 4(f) for projects that improve existing highways and use

minor amounts of land (including non-historic improvements) from historic sites that are adjacent to the highways. The programmatic may only be used if there is "no effect" or "no adverse effect" on historic resources. Historic resources within the corridor would need to be considered under this act if a Department of Transportation project would impact a National Register-eligible property.

The above listed regulations provide measures to protect historic resources by requiring historical review of projects in which government agencies are involved. Privately held historical properties are generally not subject to the same historic preservation review. To encourage the preservation of privately owned historical properties, the Tax Reform Act of 1986 provides for a 20% tax credit for the certified rehabilitation of certified historic structures. Programs such as this offer opportunities for owners of historically significant properties to economically rehabilitate buildings. More information about tax incentive programs is included in Appendix D - Historic File.

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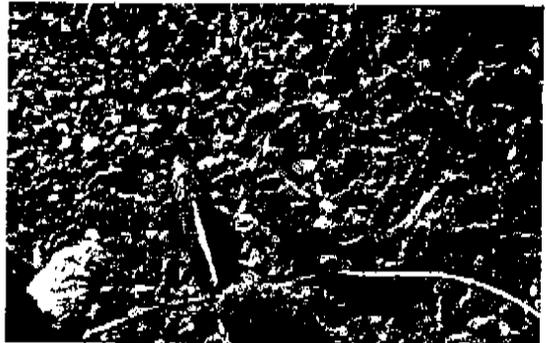
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Watchable Wildlife Site Recommendations

The Stevens Pass corridor, from Monroe to Wenatchee, has a rich variety of wildlife habitats and both resident and migratory wildlife, including anadromous salmon and resident bull trout, in the Skykomish and Wenatchee River systems. The corridor currently provides many opportunities for motorists and hikers to observe wildlife from their cars, from trails and trailheads, and from recreation sites such as campgrounds. There are also a number of places along the US 2 corridor where additional viewing and wildlife interpretive opportunities could be provided. The following five recommendations, based on personal knowledge of the Watchable Wildlife program, as well as interviews with wildlife staff from the U.S. Forest Service and Washington Department of Fish and Wildlife, would significantly enhance opportunities for the motoring public to observe interesting wildlife along or adjacent to the US 2 corridor. The exact location of viewing sites within these recommended areas will have to be determined by WSDOT, USFS and other agencies, using their own parameters such as land ownership, land use, ecological sensitivity and traffic safety:

- 1. Lower North Fork of Skykomish River, near Index and MP 35:** The Skykomish River system supports a fall run of Chinook salmon, and these spawning salmon attract a substantial population of wintering bald eagles. Although the river reach between Monroe and Gold Bar was designated a bald eagle concentration area in 1984, eagles, as well as other raptors, can be observed along both the South Fork and North Fork, upstream from Gold Bar. The North Fork, downstream from Galena, is an important winter foraging area for bald eagles, as is the area around Sunset Falls, where salmon are trapped and transported around the falls. A viewing site, with interpretive signs, near the confluence of these two forks would enable the motoring public to view and learn about the lifecycle relationship of salmon and bald eagles. A number of other viewing opportunities are available near Index, including a small herd of elk, which winters on the lower North Fork; peregrine falcons, which nest in the area and forage on the lower North Fork; an active osprey nest, which is occupied and visible from US 2 in the spring and summer; and mountain goats, which can sometimes be seen in the cliff habitats south and north of Index.



2. South Fork of Skykomish River, between Skykomish and Alpine Falls, between about MP 49 and 55: This river reach includes a number of interesting opportunities for wildlife observation. Salmon continue their upstream spawning migration to Alpine Falls, which is a natural barrier. Bald eagles can be observed in the fall and winter in those areas where salmon concentrate and spawn, including the area downstream from Alpine Falls, the lower Beckler River, and a designated area (Section 31) south and east of Skykomish. The Forest Service has identified a number of "key linkage corridors" which deer, elk and other wildlife use to cross the US 2 corridor. One of these corridors goes from the Beckler River, about three miles upstream from its confluence, across the Skykomish River near Profitt's Pond. I recommend a watchable wildlife site on the mainstream Skokomish near Profitt's Pond. Here, the public could again learn about the salmon/bald eagle lifecycle relationship. The riparian zone and wetlands also harbor waterfowl, including nesting harlequin ducks, and wetland-dependent wildlife such as beaver and river otters, which would provide additional year-around viewing and interpretive opportunities related to wetland-dependent wildlife. The linkage corridor could also provide opportunities to see larger animals like deer and elk, as they move or migrate in the north-south corridor.

3. Rainy Pass Pond: Located on Nason Ridge, in the divide between Smithbrook and Rainy Creeks, about five miles from US 2 on FS Road 6700 (MP 65), Rainy Pass Pond is an excellent place to view wildflowers, fall colors, and a diversity of wildlife species, including at least six species of amphibians. The pond is ecologically very fragile but, because of its access via popular FS Road 6700, it is already subject to considerable public use via a user-built trail around and through the fragile wetlands. This is an excellent potential Eyes on Wildlife viewing site, but only if additional development is done to protect the sensitive plant communities from public use, including moving and hardening of user trails, development of barrier-free access, site-sensitive improved parking, and pond ecology interpretation for Rainy Pass Pond.

4. Nason Creek near Merritt: A Watchable Wildlife site should be located near MP 75 to take advantage of mountain goats, which are often visible on Nason Ridge, especially in the winter. The Merritt site was recommended, although private development taking place south of US 2 at Merritt could preclude this; if so, an alternate Watchable Wildlife site should be developed to take advantage of the Nason Ridge goats. Lower Nason Creek also supports a run of Chinook salmon, at least up to the falls at about MP 75 (Sec 1, T26N, R15E), and resident bull trout are found in Nason Creek—a candidate species for the endangered species act. A Watchable Wildlife site should include interpretive materials for both Nason Ridge and Nason Creek.

5. Tumwater Canyon: The Tumwater Canyon stretch of the Wenatchee River, upstream from Leavenworth, MP 90 to 97, is a very productive area for flora and fauna and should be developed for Watchable Wildlife. Spring and fall Chinook salmon migrate up the river and are visible in the canyon during the fall spawning season. The cliff structures in the canyon are

unusual and have the effect of funneling a log of wildlife into the view of wildlife observers. In addition to salmon, which are visible in the fall, the canyon is a fairly reliable place to spot mountain goats, particularly on the west side of the corridor. Peregrine falcons are also being sighted more frequently each year and are probably nesting in the area. Two sites within Tumwater Canyon should be considered for further Watchable Wildlife development, including expanded parking and interpretive signing, the Swiftwater Campground and the small parking area and old railroad bridge about one mile west of Leavenworth.

Stevens Pass Greenway

Potential Funds for Watchable Wildlife

A number of federal and state funding sources are available to WSDOT, the Forest Service, and other state and local agencies to acquire, develop, and enhance public opportunities in the US 2 corridor for the enjoyment of fish and wildlife. Discussed below are seven of the most appropriate sources that should be considered to fund Watchable Wildlife recommendations. Five of these funding programs are in place now, one (LWCF) is severely under-funded, and one (TWW) is currently being considered for funding by Congress:

National Scenic Byways Program - Discretionary Grants: In 1994, Washington Department of Transportation (WSDOT) approved an ISTEA grant, through the Federal Highway Administration, to install and maintain binoculars-logo signs for at least 90 designated Watchable Wildlife sites in Washington (see enclosed newsletter article). Although the ISTEA program has lapsed, many of its objectives have been incorporated into the National Scenic Byways Program (TEA-21). To the extent that Watchable Wildlife objectives are incorporated into the overall corridor management plan for US 2, funding from this program would seem most appropriate for development/enhancement of sites and Watchable Wildlife opportunities. Contact person at WSDOT for these funds is Judy Lorenzo, Branch Manager, Heritage Corridors Program, WSDOT; phone number is 360-705-7274.

Puget Sound "Eyes on Wildlife" Program: The Mt. Baker-Snoqualmie National Forest, in cooperation with the Washington Department of Fish and Wildlife and local conservation groups, initiated the Puget Sound "Eyes on Wildlife" program in 1993. The program is designed to create opportunities for all National Forest visitors to experience wildlife and fish, promote environmental education, and develop public support for fish and wildlife conservation. Each year the Mt. Baker-Snoqualmie and Olympic National Forests share a pool of federal dollars to be used for Eyes on Wildlife/Watchable Wildlife projects. In FY 1999, the Mt. Baker-Snoqualmie had \$20,000 in challenge cost share funds, which was used for partnership projects. In future budgets, available funds could be used by the Skykomish Ranger District for projects in the US 2 corridor. The Forest Service has also consolidated a number of national programs into a new "Nature Watch" program, with an emphasis on Watchable Wildlife. Local contact person for both the existing "Eyes on Wildlife" and new Nature Watch programs is currently Korenza King at Skykomish Ranger District at 360-677-2414.

Washington Department of Fish and Wildlife - Wildlife Diversity Program: WDFW has its own very active wildlife diversity (non-game) program, which is funded partly from personalized license plate revenues. Wildlife Diversity Program activities and expenditures range from research on non-hunted

wildlife species to environmental education programs and providing on-site Watchable Wildlife opportunities on public lands in Washington. The Department, along with the Forest

Service and other land management agencies, was a partner in developing and publishing the *Washington Wildlife Viewing Guide* in 1993 and will play a lead role in updating, expanding and republishing that book in the future. The Washington Legislature has indicated strong support for the Department's Watchable Wildlife program and \$100,000 was appropriated in the 1999-2001 Capital Budget. To the extent that sites are consistent with the Department's Watchable Wildlife program, funds could be available within the US 2 corridor in the future. Contact person for the Wildlife Diversity Program is Michael O'Malley at 360-902-2377.

Washington Wildlife and Recreation Program (WWRP): In 1989, the Washington Legislature established the WWRP to fund the acquisition, and in some cases development, of critical fish and wildlife habitat and outdoor recreation lands. Project funds are available to state and local agencies for projects in seven categories, including critical habitat, natural areas, urban wildlife habitat, local parks, state parks, trails, and water access. WSDOT and other state agencies are eligible for appropriations in all three wildlife categories, as well as trails and water access, for projects that would further watchable wildlife objectives in the US 2 corridor. Urban wildlife funds must be in or near towns with 5,000 or more population and state park funds are only available to the State Parks Commission. Counties and cities, including Snohomish, King and Chelan counties, are eligible for grants in the local park and all three wildlife categories--although a 50% non-state match is required for local projects. To the extent that proposed Watchable Wildlife projects are part of an existing or proposed trail, funds in the trails category might be available. To the extent that these projects involved public access to the Skykomish or Wenatchee rivers, or other streams, lakes or ponds (ie: Rainy Pass Pond), water access funds might be available. The Interagency Committee administers WWRP funds for Outdoor Recreation (IAC). Contact for the WWRP program is Eric Johnson at 360-902-3015.

Aquatic Lands Enhancement Account (ALEA) - Washington Department of Natural Resources (WDNR): The ALEA account was established by the Washington Legislature in 1984 for the "purchase, improvement, or protection of aquatic lands for public purposes; for providing and improving access to such lands; and for volunteer cooperative fish and game projects. ALEA is funded entirely by revenue generated from WDNR's management of state-owned aquatic lands. Since 1984, millions of dollars of ALEA funds have been made available by WDNR to state and local agencies for public access to water; protection of wetlands, aquatic and marine habitats; and environmental education and interpretation. To the extent that Watchable Wildlife proposals include or involve access to rivers, streams, lakes and ponds in the US 2 corridor, ALEA funds might be available. Contact person for ALEA at WDNR is Mike Ramsey, 360-902-1000.

Land and Water Conservation Fund (LWCF): In 1965 Congress dedicated a portion of all federal offshore oil and gas revenues for conservation and outdoor recreation purposes, including parks, trails, and wildlife habitat. LWCF funds were dedicated in the amount of \$900 million/year to federal, state, and local agencies, with at least 40% in any year going to the Forest Service and other federal agencies. The program has never been funded at the authorized level, although since 1965, LWCF funds have been used to acquire nearly seven million acres of parkland and open space and develop more than 37,000 state parks and recreation projects. Mt. Baker National Forest is currently eligible for direct LWCF appropriations from Congress to acquire land for habitat and outdoor recreation. A national campaign is currently underway to re-authorize LWCF at least the 1965 authorized level and to restore funding for the non-federal side of LWCF, which has essentially dried up since the early 1980's. If Congress takes this action, more funds will be available to federal, state and local agencies for these purposes. Federal LWCF funds are administered by the National Park Service. If the non-federal grant program is reinstated by Congress it will be administered in Washington by the Interagency Committee for Outdoor Recreation (IAC).

Teaming With Wildlife: In 1980, Congress passed the Fish and Wildlife Conservation Act, which was intended to help fund the protection and management of non-hunted species, and provide recreational opportunities for non-consumptive wildlife enjoyment--programs such as Watchable Wildlife. The Act was never funded and the states have been trying to fund this rapidly expanding responsibility on their own. A national campaign, called Teaming With Wildlife, is underway by the International Association of Fish and Wildlife Agencies to secure funding from Congress for this Act. If funding is secured, significant new money will be available through WDFW for programs such as Watchable Wildlife. Local contact for this program is Michael O'Malley at WDFW.

Stevens Pass Greenway

Field Notes for Watchable Wildlife

Field Notes from six in-depth interviews with Washington Department of Fish and Wildlife and U.S. Forest Service wildlife personnel. These paraphrased notes and opinions are based on informal interviews with wildlife staff. Notes do not necessarily reflect the official positions of the WA Department of Fish and Wildlife or the U.S. Forest Service. I recommend these field notes be provided to WSDOT but not included in the final report that is available to the public.

First Interview: Charles Phillips, Supervisory Wildlife Biologist, Wenatchee National Forest.

May 7, 1998:

Met Mr. Phillips in Wenatchee and drove to Lake Wenatchee Ranger District to meet with Heather Murphy. Mr. Phillips pointed out a number of his general concerns related to any proposed widening of US 2 and the potential impact on wildlife, which crosses the corridor during migration. His concerns included species as large as Rocky Mountain elk down to small amphibians. The area exhibiting the most visible alteration to migrating wildlife habits at this time is the stretch of US 2 east of Monitor, where concrete barriers separate east- and westbound traffic.

Second Interview: Follow-up interview with Heather Murphy, District Wildlife Biologist, Lake Wenatchee Ranger District, Wenatchee National Forest. May 20, 1998 Using FS maps, we reviewed the section of US 2 corridor in Lake Wenatchee RD.

Heather suggested I review the following documents for background (I did as part of literature review):

- Scenic Byway Plan
- Assessments for Late Successional Reserve (LSR) and Managed Late Successional Areas - Eastern Washington Cascades Province, WNR (2/1997): LSR for Dead Horse and Tumwater Canyon; LSR for Little Wenatchee
- Nason Creek Watershed Analysis and Appendix B - Modules
- Wenatchee River Watershed Analysis - due out in summer 1998

US 2 Corridor Sites discussed as important fish/wildlife habitat and/or Watchable Wildlife sites:

1. Nason Creek has anadromous fish runs up to the falls. Also resident bull trout. Cliffs above Merritt are good place to see mountain goats from the US 2 corridor. Nason Creek aquatic habitat could be impacted by any widening of US 2. There is a strip of private land between US 2 and

National Forest which could be developed and impinge on mountain goat winter range. State and federal plans should at least coordinate with private landowners to reduce or mitigate these potential impacts.

2. Old growth Pacific silver fir forest in east half of Sec 12, T26N R14E provides spotted owl habitat.
3. Rainy Pass Pond, near summit would be an excellent Watchable Wildlife site, with more recreational development and enhancement, including hardening of the trail.

Third Interview: Bill Gaines, District Wildlife Biologist, Leavenworth Ranger District, Wenatchee National Forest. October 23, 1998. Using FS maps, Bill and I reviewed the section of US 2 corridor in Leavenworth RD.

Bill noted that the area is within the Lower Wenatchee Bald Eagle Recovery Territory, including the whole highway corridor within Lake Wenatchee and Leavenworth Ranger Districts. Bald eagles can be viewed here, especially in winter, all up and down the Wenatchee River.

Historically, this area was also a major migration corridor for mule deer and elk. But with development along US 2, as well as wintering areas, movement in the migration corridor is restricted, especially where barriers have been installed along or within US 2. There is, however, still movement and wintering within the corridor. Deer are primarily north of US 2 in winter; both deer and elk south of US 2.

US 2 Corridor Sites discussed as important fish/wildlife habitat and/or Watchable Wildlife sites:

1. Waterfowl can be seen nesting in the river and lower tributaries, such as Hatchery Creek, including mallards, Canada geese, and harlequin ducks. Black bear are also fairly common here.
2. Osprey are commonly seen nesting in upper Tumwater Canyon.
3. Tumwater Canyon is very productive for plants and animals. Cliff structures in the canyon are unique, funneling in a lot of wildlife. Peregrine falcons are seen here, although not yet pinned down to any particular site or sites. Fairly reliable place to see mountain goats from two small herds. West side of the corridor is the best for viewing. Two fires since 1992 have fragmented spotted owl habitat, although there is some habitat in the Tumwater Botanical Area. At least one pair of spotted owls is seen in Lake Yolanda area.
4. Cavity nesters such as three-toed woodpeckers do well in burn areas--more interpretation about fire succession would be good.

5. Spring and fall chinook and sockeye salmon migrate up Wenatchee River and are visible in Tumwater Canyon in the fall spawning season. Swiftwater Campground has some salmon interpretive information but could use more, and better public access.
6. Showy stickseed is a rare plant, found nowhere else on earth, which is found along US 2 in Section 33, T25N R17E. It is outside Tumwater Botanical Area. Should be listed, if not already, under federal ESA.
7. The old RR bridge in Tumwater Canyon leads to a collapsed tunnel, which harbors bats. Bat species not known yet.
8. Lower Icicle Creek provides major opportunities for viewing salmon, when running, as well as birds. Whole area downstream from the hatchery, including Blackbird Island, is good for birding. A very large stand of black cottonwood here.
9. Near Sunnyslope (about MP 118), a nesting pair of golden eagles has been seen in recent years. Location is Section 4 T24N R17E.

Fourth Interview: Ruth Milner and Mark Goldsmith, Region Four, Washington Department of Fish and Wildlife. November 16, 1999. Ruth is the Area Wildlife Biologist for the area that includes Stevens Pass. Mark manages the PHS database for Region Four. We met at regional headquarters in Mill Creek. Using Forest Service maps and PHS database maps, (which were purchased from the agency for this project and are located in the Greenway file library) we reviewed the US 2 corridor west of the Cascade Crest we reviewed the whole US 2 corridor from Monroe to the summit. PHS maps are keyed to USGS map names.

Monroe Map

In 1984 the whole area from Monroe to Gold Bar was designated a bald eagle concentration area.

Bald eagle territory just south of Monroe on Skykomish River

Concentration of swans winter at Crescent Lake wetland areas and farm fields. There were 75-120 swans last winter; number is increasing every year.

Sultan Map

The whole Sultan watershed is generally important for wildlife, providing connectivity to other areas. Expect more road closures on FS land and DNR land in the future to protect sensitive habitat, including marbled murrelet nest trees.

Bald eagle nest south of Sultan in Section 12 T27N R7E--plus eagle territory upstream from nest.

Bald eagle nest southeast of Sultan in Section 4

Bald eagle nest in Section 10, SE of Sultan and south of Mann Road--has been adversely affected by logging operations.

Osprey nests along the river, especially near Sultan

Gold Bar Map

Old eagle roost SE of Startup in Sec 11 T27N R8E -- in Hancock ownership.

Winter eagle concentration in Sec 6, near Gold Bar and Skykomish fish hatchery

Winter eagle concentration in Sec 17 T27N R9E NW of Haystack Mountain

Olney Creek watershed NE of Startup is an historic area for fisher - last credible sighting in 1972

Old sightings of nesting harlequin ducks on Wallace River NE of Gold Bar. Unconfirmed recent sightings--brush too thick to confirm.

Entire Skykomish River has chinook salmon runs; resident and anadromous salmonid habitat shown on PHS maps.

Index Map

Jct of North and South forks of Skykomish River: harlequin duck sightings, osprey nest is visible from the highway.

Area north of Index: old golden eagle nest.

Cliff habitats north and south of US 2 (National Forest) is mountain goat habitat.

Baring Map

Spotted owls in Sec 8 T26N R11E and Sec 13 T26N R10E

Grotto Map

Wetland area near Grotto is used in winter by elk.

Goshawk nest in Sec 33 T26N R11E -- last confirmed in 1990

Area along Skykomish River is bald eagle concentration area -- may be roosts in Sec 20/21/24 of T26N R11E.

Skykomish Map

Bald eagle concentration in Section 31 T26N R13E.

Beckler River system north of Skykomish is within grizzly bear recovery zone. Periodic,

reasonable but unconfirmed grizzly sightings in Sec 21 T26N R13E

Townsend big-eared bats roost under bridge in Sec 24 T26N R11E. State Threatened spp, federal candidate listing.

Spotted owl pairs confirmed in Sec 35 T26N R12E and Sec 32 of R13 E. Two pair of martens trapped in Sec 14 T26N R14E -- also sighted in Sec 24

Fifth Interview: Kerenza King, District Wildlife Biologist, Skykomish Ranger District. November 16, 1999. We met at Skykomish Ranger District. Using Forest Service maps, we reviewed the US 2 corridor west of the Cascade Crest.

Areas noted upstream to downstream:

Sunset Falls, south of Index - provide a barrier to migratory salmon - fish are trapped and transported around the falls.

North Fork of Skykomish River is a bald eagle foraging area. The area also harbors a small elk herd. Peregrines are known to nest near Index, probably foraging in riparian areas of lower North Fork.

Ragged Ridge area north of Index was site of reported grizzly sighting in 1994.

About two miles downstream from Grotto is a key linkage corridor, where deer, elk and other wildlife migrate from north to south and south to north.

Miller River south of US 2 is a key eagle foraging area.

Beckler River is a bald eagle foraging area -- also an area where harlequin ducks nest.

Just downstream from Proffit's Pond is another key linkage corridor, where deer, elk and other wildlife migrate from north to south and south to north - also habitat for otter and other furbearers.

Alpine Falls is a natural barrier to upstream fish migration. Upstream and including Martin Creek is key foraging habitat for bald eagles.

Martin Creek is the most critical key linkage corridor in the US 2 highway corridor.

Lynx were thought to be in the Deception Lakes area during a lynx survey but not sighted. Lynx are known to cross 2-lane but not 4-lane roads.

One credible wolf sighting in US 2 corridor, about MP 56 - in or near linkage corridor.

Wolverine sighting in 1995 in Trapper Creek, T25N R14E.

Pine marten sighted in 1996-97 in Tunnel Creek area - T26N R14E

Sixth Interview: John Musser, Area Wildlife Biologist, WDFW, Yakima Region/Wenatchee District Office. December 16, 1998. Reviewed with John material received from FS biologists. John had two additional comments:

Forest carnivores will be adversely affected by any widening of US 2.

The migration pattern for deer, elk and other wildlife is affected by concrete barriers on US 2. This problem was made worse with Dinkleman and Tyee fires. Nason Ridge is a good reliable place to see mountain goats, especially in winter. Chain-up area near Merritt would be a good Watchable Wildlife site.

Stevens Pass Greenway

Intrinsic Qualities Management Strategy

Scenic Qualities

Goal: Promote understanding of the connection between natural resources and open space, economic opportunity and community values.

Objective: Encourage businesses and property owners to maintain privately owned forested and open space lands to assure a high-quality scenic/visual experience for travelers and visitors to the Greenway. (Private)

Objective: Work with counties and cities to encourage local business and property owners to preserve and enhance scenic vistas over and across privately developing or redeveloping lands. (Private)

Goal: Promote recognition of the historical, recreational and commercial importance of railroad and automobile transportation along and within the corridor, and increase use and awareness of alternate forms of transportation. (Education Goal)

Objective: Work cooperatively with the WSDOT to manage and improve the highway right-of-way for maximum traveler enjoyment through scenic enhancement, balanced with functional and safety requirements.

Objective: Preserve and enhance the corridor's scenic quality through highway improvements.

Strategy: Work with public agencies to undertake scenic preservation efforts in a manner consistent with those that can be made by private sector property owners, businesses and individual community members.

Objective: Provide the maximum practicable opportunity for pedestrians, hikers and bicyclists along the SPG corridor through development of a corridor-long pedestrian and bicycle non-motorized path. (Public)

Goal: Promote and enhance public use of the Stevens Pass Corridor while respecting individual property rights, public property, and the interests of local cities and communities. (Accessibility Goal)

Objective: Enhance the visitor's scenic experience of the Greenway Corridor at both public and private recreation sites / areas by improving or adding directional, informational and interpretive signage along highway.

Objective: Work with individual property owners, businesses and public agencies to identify and improve resolve problems with access to recreation sites for a safe, convenient and enjoyable experience by tourists. (Public)

Goal: Encourage development of recreational, scenic and tourism opportunities.

Objective: Develop recognizable corridor gateways and visitor interpretation and heritage centers, and enhance the variety and scenic quality of corridor facilities to encourage tourism and optimize recreation experiences. (Public)

Goal: Support working farms and forests within the Stevens Pass Corridor.

Objective: Encourage the preservation of eastern Washington's orchards located within the Stevens Pass Greenway by demonstrating the importance of their (a) visual predominance; (b) character-giving nature; and (c) economic value to the region, state and nation. (Private)

Goal: Sustain the special qualities of this area's Northwest character, heritage, resources, and valuable features of this unique mountain corridor.

Objective: Implement a consistent approach to scenic enhancement throughout the Stevens Pass Greenway. (Public)

Objective: Retain, enhance and promote significant historical and cultural resources throughout the SPG corridor. (Public)

Objective: Develop land set-asides to protect the cultural landscape, especially regarding historic town sites and national register landmarks (including national historic districts). (Public)

Goal: Promote cooperation and understanding of Greenway values within the Stevens Pass Corridor.

Objective: Work with the Washington State Department of Transportation to implement the Greenway values expressed in the Stevens Pass Greenway Corridor Management Plan.

Objective: Find ways to improve the traveling public's ability to access westside corridor features representing the corridor's intrinsic qualities.

Objective: Find ways to improve the eastside's corridor's intrinsic qualities, especially scenic.

Recreation Qualities

Goal: Promote recognition of the historical, recreational, and commercial importance of rail and automobile transportation along the corridor and increase use and awareness of alternate forms of transportation.

Objective: Create additional opportunities for interpretation of the Greenway.

Objective: Increase use of alternative travel modes with the Greenway.

Goal: Promote and enhance public use of the Stevens Pass Corridor while respecting individual property rights, public property, and the interests of local cities and communities.

Objective: Increase local, regional, and national awareness and use of the Greenway.

Objective: Ensure that those who have frequent interaction with visitors are well prepared to provide accurate and up-to-date information, and represent the entire Greenway (both east-side and west-side) in its best light.

Objective: Accommodate visitor needs for information and rest facilities within the Greenway.

Objective: Ensure that an adequate variety of modes of access (high-level paved roads to primitive non-motorized trails) is provided on public lands, consistent with demand for recreational opportunities and resource carrying capacities.

Objective: Reduce conflicts among different recreational resource uses.

Goal: Encourage development of recreational, scenic and tourism opportunities.

Objective: Enhance and sustain a year-round tourist season.

Objective: Lengthen the average duration of tourists' stay in the corridor.

Objective: Provide for recreation activities that are in greater demand relative to existing supply or capacity, consistent with expectations of recreationists and resource carrying capacities.

Goal: Keep rivers and streams flowing with clean water, while protecting fish and wildlife habitat and identifying and enhancing habitat corridors

Objective: Promote protection of water quality, preservation of fish and wildlife habitat, and riparian vegetation; and encourage responsible use of rivers and forests and other lands for recreation consistent with private property rights and the interests of local cities and communities.

Goal: Support working farms and forests within the Stevens Pass Corridor.

Objective: Identify opportunities to ensure the viability of working farms and productive forest lands as sustainable elements of the local economy, sources of employment for Greenway residents, and as vital elements of the Greenway's unique Northwest character and lifestyles.

Goal: Sustain the special Northwest character, heritage, resources, and features of the

Stevens Pass Greenway

Proposed Strategies for Public and Private Development Enhancement and Proposed New Development

Overview

The combination of the Greenway's diverse, truly spectacular scenery and numerous instances of wonderful local character offer visitors and residents alike a setting worthy of preservation and enhancement. It is the careful stewardship of this setting that will provide increased opportunities for economic benefits to corridor communities, residents and businesses in future decades. Coincidentally, well-intentioned and carefully managed efforts will continue to bring a sense of pride to the growing populations among the Greenway's communities.

The Greenway Board will be in the enviable position to help guide the Greenway's vision and goals toward reality with the support of the corridor's selected officials, residents, businesspeople, and visitors interested in seeing this world-class scenic corridor exist for many generations to come. By partnering with the federal government, the state of Washington, the counties and local communities, the board will have the best chance for success in providing continued accessibility, enjoyment and educational experiences for the public relating to the corridor's intrinsic qualities.

Identifying and addressing the corridor's overall scenic qualities must be furthered with the help of positive implementation measures. Such measures have been developed and are listed below, in the form of the Greenway board's own adopted goals, supported by objectives and strategies for implementation. The strategies have been developed with the management and enhancement of the corridor's scenic quality as a key premise. Further, the overall purpose of the strategies is to link together the region and the communities that constitute the Greenway corridor. The combination of (a) the proposed strategies for public and private development enhancement and proposed new development, and (b) proposed recreation and tourism strategies forms Intrinsic Quality #7: Development Plan.

Goal: Promote understanding of the connection between natural resources and open space, economic opportunity and community values.
(EDUCATION GOAL)

Objective: Encourage businesses and property owners to maintain privately owned forested and open space lands to assure a high-quality scenic/visual experience for travelers and visitors to the Greenway.

Strategy: Improve and maintain relationships with and coordination among City & County planning departments

along the corridor, as well as with public and private land managers.

Strategy: Incorporate state-of-the art forestry-related management practices to minimize negative visual impacts on privately owned lands.

Strategy: Retain vegetative screening wherever possible to minimize negative visual intrusions along the highway.

Strategy: Learn from public and private organizations how to identify "best management practices" for private sites.

Strategy: Identify the character-giving qualities of each corridor segment (i.e. landscape unit) and promote the preservation of these views.

Strategy: Provide information to business and property owners with properties fronting US 2 and/or located within the Stevens Pass Greenway Scenic Viewshed about how maintaining the corridor's visual quality promotes tourism and economic value and strengthens community values.

Objective: Work with counties and cities to encourage local business and property owners to preserve and enhance scenic vistas over and across privately developing or redeveloping lands.

Strategy: Explain how modest incentives for property owners and developers can result in enhanced re-development site planning and architectural design without significantly increasing development costs.

Strategy: Explore methods for educating the cities, counties and their constituents about low-cost methods of visual impact reduction that can be implemented wherever site and/or building modifications are occurring.

Strategy: Encourage the counties, cities and local jurisdictions to work with property owners and businesses to create new vegetative screening guidelines or incentives for preservation of existing vegetative screening where negative impacts cannot be avoided on new or redeveloping properties located directly within a significant viewshed.

Strategy: Evaluate public policies and ordinances that cities can adopt & use (e.g. signage, setbacks, landscaping, historical detail, design, billboards).

Strategy: Encourage public agencies and private entities to maintain and improve lands that enhance the scenic values of the Greenway.

Goal: Promote recognition of the historical, recreational and commercial importance of railroad and automobile transportation along and within the corridor, and increase use and awareness of alternate forms of transportation.

Objective: Work cooperatively with the WSDOT to manage and improve the highway right-of-way for maximum traveler enjoyment through scenic enhancement, balanced with functional and safety requirements.

Strategy: Utilize materials, colors, textures and forms that enhance and support preservation of scenic qualities, when making physical improvements to the highway right-of-way.

Objective: Preserve and enhance the corridor's scenic quality through highway improvements.

Strategy: Seek ways of improving conditions on public lands contiguous with the highway (federal, state, county & local) where compatible with highway improvements.

Strategy: Work with public agencies to facilitate the partnering process, in an effort to optimize public improvements to both the highway corridor and off-highway public sites located within the greenway viewshed.

Objective: Provide the maximum practicable opportunity for pedestrians, hikers and bicyclists along the SPG corridor through development of a corridor-long non-motorized path.

Strategy: Identify an efficient, plausible route (alignment).

Strategy: Prioritize missing links and apply for grants for design, right-of-way acquisition and construction.

Strategy: Assemble the necessary parcels of land, through partnering efforts with organizations such as the Trust for Public Lands.

Strategy: Connect to the Iron Goat Trail from both east and west.

Strategy: Connect to major north-south routes - trails, roads and highways including Pacific Crest Trail while providing compatible access to other nearby recreation areas.

Strategy: Before trail construction, build partnerships for commitments to maintain trail sections, once constructed.

Goal: Promote and enhance public use of the Stevens Pass Corridor while respecting individual property rights, public property, and the interests of local cities and communities.

Objective: Enhance the visitor experience at both public and private recreation sites / areas by improving or adding directional, informational and interpretive signage along highway.

Strategy: Promote partnerships for the purpose of implementing well-designed and well-placed directional, informational and interpretive signage along the highway and at recreation sites while minimizing the amount of signing.

Objective: Work with individual property owners, businesses and public agencies to identify and resolve problems with access to recreation sites for a safe, convenient and enjoyable experience by tourists.

Strategy: Work to purchase conservation easements.

Strategy: Develop a land trust or other fund to finance purchase of private lands for public access.

Goal: Encourage development of recreational, scenic and tourism opportunities. (ECONOMIC, RECREATION & SCENIC GOAL)

Objective: Develop recognizable corridor gateways and visitor interpretation and heritage centers, and enhance the variety and quality of corridor facilities to encourage tourism and optimize recreation experiences.

Goal: Support working farms and forests within the Stevens Pass Corridor. (ECONOMIC, CULTURAL & SCENIC GOAL)

Objective: Encourage the preservation of eastern Washington's orchards located within the Stevens Pass Greenway by demonstrating the importance of their (a) visual predominance; (b) character-giving nature; and (c) economic value to the region, state and nation.

Strategy: Support a land trust that can help to make such preservation opportunities become reality.

Goal: Sustain the special qualities of this area's Northwest character, heritage, resources, and valuable features of this unique mountain corridor. (CULTURAL, HISTORIC, SCENIC & "SENSE OF PLACE" GOAL)

Objective: Implement a consistent approach to scenic enhancement

throughout the Stevens Pass Greenway.

Strategy: Utilize landscape features, architectural features and combinations thereof that complement both natural and built, indigenous characteristics in specific locales.

Strategy: Form a working partnership between Snohomish County and Chelan County that promotes preservation of western Washington's agricultural lands and eastern Washington's orchards within the SPG corridor, by identifying creative and innovative methods of retaining scenic quality while assuring the presence of continual working farmlands.

Strategy: Encourage private property owners to make improvements to non-USFS lands that are compatible with the USFS Stevens Pass Scenic Byway Management Strategy developed in 1993.

Objective: Retain, enhance and promote significant historical and cultural resources throughout the SPG corridor.

Strategy: Work closely with local governments to educate and inform them of how to optimize their commercial, historic residential, and railroad-townsite value to the Scenic Byway tourist economy.

Strategy: Initiate educational programs and classes at public schools and colleges supporting the understanding and promotion of the spectacular scenery, the special Northwest character and complementary built environment inherent in the US 2 corridor.

Strategy: Identify significant historical and cultural resources along US Highway 2 for tourists through careful use and placement of needed informational, directional and interpretive signage.

Strategy: Incorporate the history of the railroad and its causal effects on development of corridor communities, including historic railroad town sites, wherever possible for educational purposes.

Objective: Develop land set-asides to protect the cultural landscape, especially regarding historic town sites and national register landmarks (including national historic districts).

Strategy: Work with the Trust for Public Lands (and other entities) to identify and initiate a program for designating land set-asides.

Goal: Promote Cooperation and understanding of greenway values within the Stevens Pass Corridor. (COOPERATION GOAL)

Objective: Work with the WSDOT to implement the greenway values expressed in the Stevens Pass Greenway Corridor Management Plan.

Strategy: Improve the safety of the road, reducing opportunities for speeding drivers wherever possible.

Strategy: Support WSDOT's continuing program of monitoring intersection safety highway operations, channelization and signalization needs by identifying and reporting problems that the Department's statistical records do not identify.

Strategy: Work with the WSDOT, local communities and other key stakeholders to implement "traffic calming" measures to create reduced speeds through the communities.

Strategy: Improve access to visitor facilities and traveler services (e.g. restrooms).

Strategy: Work with WSDOT to keep SPG open & clear of snow year-round (or during daylight hours).

Objective: Find ways to improve the traveling public's ability to access corridor features representing the corridor's intrinsic qualities.

Strategy: Work with the DOT, local counties, communities, private businesses and property owners to form partnerships capable of making such improvements.

Strategy: Find ways to maintain, enhance and/or improve the public's experience of scenic resources such as through beautification measures and additional trails.

Strategy: Find ways to maintain, enhance and/or improve the public's experience of historic resources, such as through addition of needed parking facilities, other access measures, or appropriate signage systems for off-highway sites.

Objective: Find ways to improve the corridor's intrinsic qualities.

Strategy: Work with the DOT, local counties, communities, private businesses and property owners to form partnerships capable of making such improvements.

Strategy: Coordinate with local agencies, interest groups and the public to improve such features as primary trails and

linking trails.

Strategy: Coordinate with local interest groups, historical/cultural organizations and the public to improve access to and information about historic resources, especially railway history.

Strategy: Maintain, enhance and/or improve the public's experience of scenic resources through careful evaluation and improvement of individual sites (and features) that can be targeted for upgrading.

Stevens Pass Greenway

Proposed Recreation and Tourism Strategies

- Communicate the richness and uniqueness of resources that enhances the Greenway Corridor as an attraction. Identify unifying themes (i.e. geological, natural, historical) that create synergy among diverse corridor amenities. More activities, diversity, and richness within each theme invites greater corridor visitation, longer duration of visits, and greater economic benefit.
- Identify and publicize side trips and loops that multiply opportunities for recurring or multiple-day exploration and visitation. Create additional opportunities for scenic viewpoints and interpretation. Create additional opportunities for historic viewpoints and interpretation.
- Increase the number and enhance the quality of year-round day-use visitor facilities.
- Increase the number and enhance the quality of overnight accommodations and resort facilities for visitors.
- Develop and communicate management objectives for the Greenway Corridor that help to guide new development; redevelopment; and preservation of facilities, amenities, and intrinsic qualities. Objectives related to unified signage, design and development standards, and visual quality are particularly important.
- Provide gateways to the Greenway Corridor that contribute to a sense of place and uniqueness. Provide opportunities for visitor orientation at gateways to guide visitors and inform them of opportunities within corridor. Add and enhance visitor centers and rest facilities. Develop more interpretive sites.
- Create a Greenway Association with staff to facilitate and coordinate visitor information, corridor promotion and publicity, business advertising, signage, and management objectives.
- Produce professional brochures, videos, audio tapes (thematic and/or seasonal to encourage multiple trips, both east to west and west to east), and informational souvenir place mats for distribution and use.

- Develop central reservation and information services to assist users in obtaining reservations and to help them find a location for the recreation experience they desire.
- Create a Greenway Ambassador program, and provide training for businesses and others who have frequent and direct contact with public.
- Promote development of tour packages that allow visitors to sample a broad spectrum of experiences within the corridor over a relatively short period of time.
- Emphasize greater winter access and use of the National Forest road system. Expand trail marking, grooming, and track setting for separated uses.
- Expand the number and capacity of sno-parks at existing trailheads.
- Expand quality opportunities for downhill skiing through special use permits consistent with market demand.
- Expand opportunities for moderate to easy backpacking trips for large groups and organizations in scenic primitive or semi-primitive settings.
- Improve fishing opportunities through habitat maintenance and improvement combined with additional and improved access, especially in areas designated for roaded recreation and timber production.
- Maintain opportunities for experienced guides or outfitters to offer activities such as river rafting, fishing, backpacking, hunting, climbing, ski touring, and bicycle touring to the public.
- Seek opportunities to provide separate use areas for conflicting uses, and provide visitor information that helps recreationists to choose recreation pursuits and sites that better serve their needs and expectations. Management actions could include: special zoned areas for specific uses; rotation of uses and users on the same site, trail, or within the same area; and more use of assigning where, when and how long visitors can use resources through the issuing of passes and permits.
- Emphasize reconstruction, rehabilitation, and appropriate hardening of existing recreation sites, trailheads, and trails that

receive moderate to heavy recreation use in order to provide high quality experiences consistent with user expectations. Expand existing developed sites and trailheads where overcrowding has resulted in site degradation, substantially diminished user experiences, and user conflicts.

- Emphasize development of new trails for motorized and non-motorized use in both winter and summer.
- Expand visitor use fees at more highly developed recreation sites to help provide higher levels of administration and maintenance.
- Seek opportunities for commercial enterprises and private investment to provide a greater portion of the developed recreation sites and facilities.
- Seek partnerships, cooperative efforts, and joint ventures among agencies, organizations, clubs, and private businesses in the planning and financing of recreation sites. Seek opportunities for Challenge Grants, Cooperative Funds, Foundations, Federal Capital Investment, and use of volunteers.
- Manage the appearance of viewsheds to retain a high degree of naturalness with a varied vegetative composition. Retain large mature trees along scenic viewsheds and primary travel routes, with the goal of retaining or enhancing the viewing and recreation experience.
- Locate and design harvest units on public and private land to blend with the natural landscape character to the extent practicable.
- Give greater consideration to recreation use, recreation opportunities, and driving for pleasure in the location, design, and maintenance of the National Forest road system.
- Seek formal designation within the National Wild and Scenic River System for the Wenatchee River, from Lake Wenatchee to the Wenatchee National Forest Boundary; and the Icicle River, from its headwaters in Alpine Lakes Wilderness to above the City of Leavenworth city water intake.



Stevens Pass Greenway

Top Ten Action Plan Projects

Introduction

The action projects selected were the result of an extensive process of inventory and evaluation of many possible projects. A master list and ranking list of Greenway projects were produced and follow this report in Appendix I. The master list was compiled from a variety of sources: public input from the East and West Roundtables and Public Workshops, Boardmember input, needs assessments in local plans including the USFS Stevens Pass Scenic Byway Management Strategy, newspaper articles and consultant-generated.

The master list was compiled and sorted by project type and mileposts in Excel spreadsheet format and brought before Boardmembers and other citizens at the Leaders Workshops for project selection. The action projects selected set the priorities of the Greenway Board for implementation within the first year following completion of the CMP. These projects, combined with the Responsibility Schedule included in Volume II, form the basis of the Action Plan.

The criteria applied to project selection was the following:

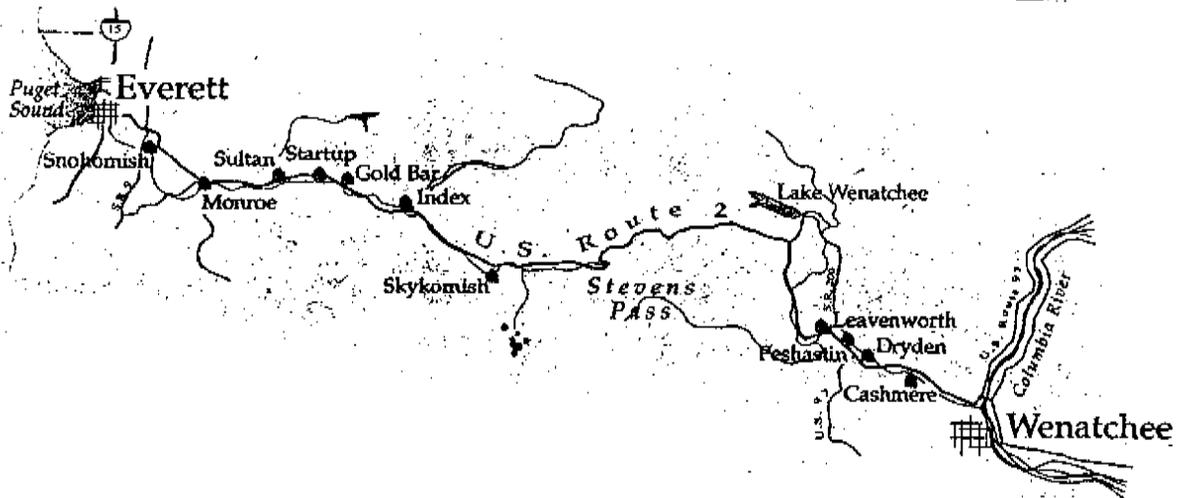
- Non-controversial
- Easily implemented
- Good funding potential
- A lot of bang for the buck
- Good tourism value
- Enhances/reflects uniqueness of corridor

24 respondents provided their top ten action project selections. The projects were then ranked by number of votes and sorted from highest number of votes to least. The ranked projects were then reviewed again by the Board for equity across the length of the Greenway and the following ten projects were selected:

1. Tour Maps: Scenic Sites, Recreation Sites, Historic Sites
2. Everett to Wenatchee Trail Feasibility Study
3. Nason Creek Rest Area Improvements Feasibility Study
4. Tumwater Complex Improvements
5. Interpretive Center in Sultan
6. Interpretive Center in Gold Bar
7. Leavenworth Heritage House Interpretive Center Improvements
8. Big Eddy River Access Park Improvements
9. Greenway Webpage
10. Tourism Plan

The projects are not listed in order of preference. The following narrative describes each project concept and includes possible funding opportunities, general

magnitude of cost, issues and concerns relating to ease of implementation and a brief discussion, where applicable, of roadway safety considerations.



Tour Maps: Scenic, Recreation, and Historic

The project concept is to create tour maps specializing in three areas of the Greenway's intrinsic qualities: Scenic Resources, Recreation Resources, and Historic Resources. Depending upon the personal interests of the visitor one or a combination of the tours could be taken. Each tour would contain a highlighted list of sites that could be visited in a weekend allowing for one or two side trips to sites that may occupy one or several hours. The maps would ideally contain all of the intrinsic qualities inventoried for each resource type, which will take more than one weekend to visit to generate repeat visits.

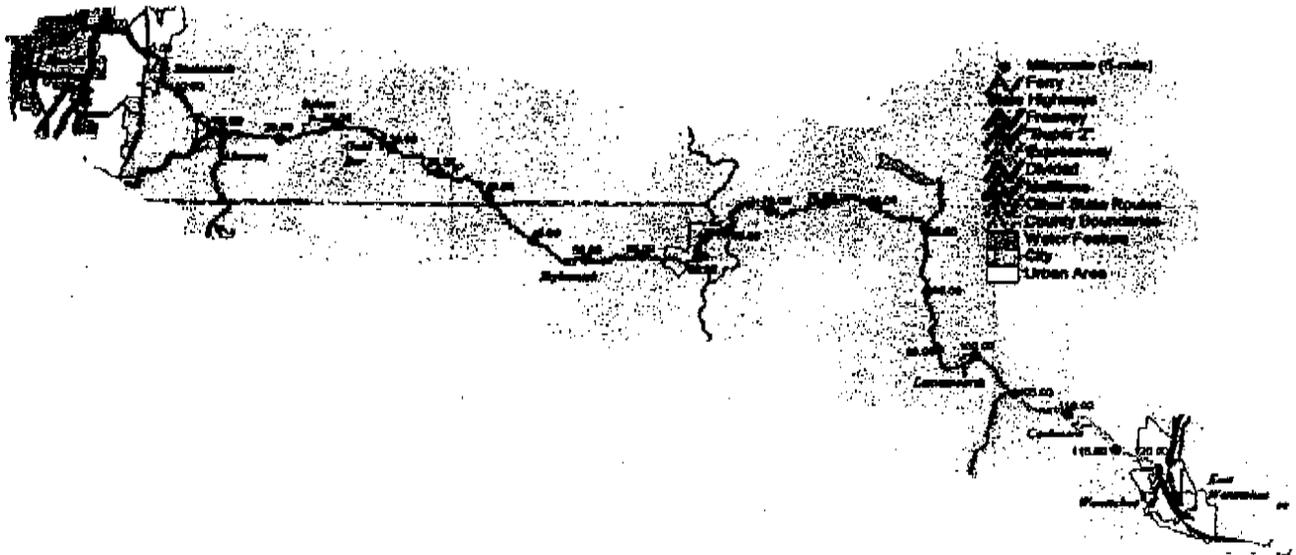
Funding for design and printing of the maps could be obtained through set up of a Stevens Pass Greenway Trust which would take in funding through its non profit 501c3 status. The Trust could be the administrator of the project or a lead agency could be designated to take in funding. The SPG Trust or a lead agency would write and submit for grants such as TEA 21 Scenic Byways Grant, Public Lands Highway, or Interagency Committee for Outdoor Recreation. Donations are another possibility. The Mountains to Sound "Greenway Adventures" map was made possible by a gift from the Boeing Company. Their "Snoqualmie Valley Time Places Map" Heritage tour could also serve as a good model for a similar Greenway Tour map. A similar effort could be made by the SPG Trust to find a private foundation or company willing to contribute to the production of the maps.



The maps would be designed for visual appeal and feature sidebar descriptions, sketches and photos of selected resources. Resources could be coded by type or keyed in the legend. The complexity of the map will add to the design task. Once funds are obtained for the design and publishing of one or all maps, a Request for Qualifications would be advertised in the Seattle Daily Journal of

Commerce outlining the scope of the work and requirements for submittal. Ideally an RFQ and shortlist process would be written and managed by a cooperating state or local agency. The cost to advertise would run about \$1,500. Alternatively a committee could be tasked to research persons who have produced similar work and contact them to be interviewed. A selection committee should interview at least three professional consultant teams.

The design team should include a creative graphic designer who has the technical capability and resources to layout and produce camera ready artwork and who can manage the printing process; and an experienced and creative travel writer/researcher. The cost for this expertise would be in the range of \$40,000 for the three maps. The printing of each map would be in full color and should be a run of at least 5000 copies to justify set up of the press. 5000 full color double sided and folded maps would cost approximately \$50,000.



Everett to Wenatchee Trail Feasibility Study

The Everett to Wenatchee Trail Feasibility Study is the first step in realizing long terms goals for a multimodal route across Stevens Pass. The issues that must be addressed by the study are numerous and complex. Alternative route alignments and their respective cost/benefit analyses, user and vehicular safety, environmental considerations, circulation patterns, land use and ownership and construction and acquisition costs must be studied in detail to support informed decision-making.

A general review of project feasibility including grant opportunities and grant cycles, administering agencies, maintenance considerations, construction impacts to existing infrastructure and mobility, and project time frame are also a logical part of the scope of the study.

A sub-committee of the Greenway Board, and WSDOT staff (the likely lead agency due to its resources and experience in this work) should begin the Scoping process early to set up a framework for writing and securing a grant for the study

contract. A Public Lands Highway Grant, Interagency Committee Grant, Tea 21 Transportation Enhancements or Scenic Byways Grant or a combination leveraged against one another could be obtained for the work. A minimum order of magnitude cost for such a study will begin at not less than \$150,000. This price will rise depending on the tasks contemplated. For example, field work, identification of wetlands, surveying, or real property acquisition planning and schematic design may be necessary. Further scope refinement can occur as a part of contract negotiations with the selected qualified consultant.

The feasibility study should conduct a thorough literature review and action plan for inclusion of recommendations in appropriate state and local plans. The project should be included in all Regional Transportation Planning Organizations (RTPO's) plans and Transportation Improvement Programs. The project is currently included in part in the State Highway System Plan, (1998) and the Northwest and North Central Regional projects for shoulder widening to 4'(Minimum AASHTO standard). Some segments of shoulder widening have been completed within the past two years.

Identification of new priorities and new strategies is also needed as part of the report and to be recommended for inclusion in state and local 20-year strategies for transportation improvements. For example, many participants in the CMP planning process voiced a desire to see the Old Cascade Highway adapted for bicycle and pedestrian use. Additional off road trails could be identified to envision a system of linked trails, which would parallel the highway rather than rely exclusively upon the 4' shoulders. Another bypass mentioned frequently is through the town of Skykomish. Side trips that take the bicyclist or walking tour off of the highway will increase system safety in this sometimes-crowded corridor.

Other links and trail experiences have been envisioned and should be analyzed for feasibility. The link to the Centennial Trail and eventually Burke Gilman Trail should be reviewed. The use of the Linear parks in the towns of Monroe, Sultan, Startup and Gold Bar may lend themselves naturally to off-highway segments and should be looked at. An exclusive bicycle/pedestrian trail facility along the Riverfront Park in Leavenworth would be a likely side detour.

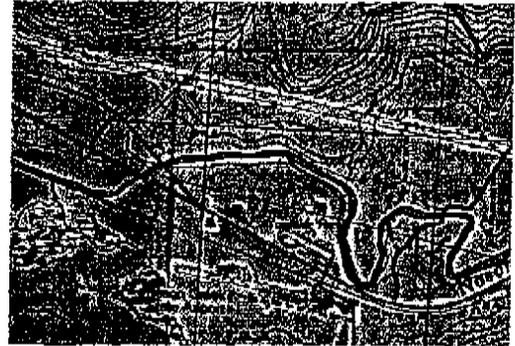
The bridges and tunnel and the proximity of the rivers in the Greenway contribute to the charm and character of the visual experience. They are a limiting factor however, to bicycle and pedestrian safety. The feasibility of adding pedestrian activated warning lights should be reviewed. Bicyclists and pedestrians are currently using the highway corridor and the safety of these users is most compromised at these constrained locations where adequate shoulder widths are substandard for these uses. In these areas, widening of the road or building of separate trails or bridges is problematic. The report should address these issues and identify the major constraints and potential solutions.

And finally, study of the patterns of land ownership and analysis for generation of optimal schematic routing alternatives is an important task, especially in areas where planning and construction of two way bike paths on separated right of way is necessary. Much of the corridor is in public ownership, which will tend to

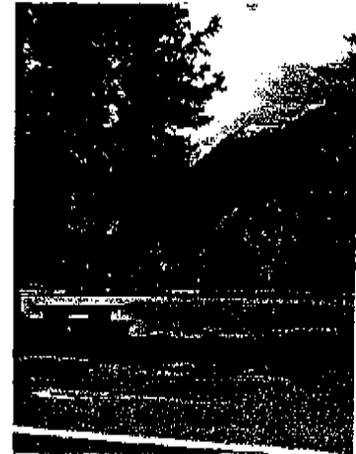
reduce land acquisition issues, however, many optimal areas for trail construction are across private lands such as BNFS right of way, businesses, and farms, which will necessitate an acquisition plan and constitute the majority of the project construction cost and effort. A right of way agent should be included as a part of the feasibility analysis study team.

Nason Creek Rest Area Improvements Feasibility Study

Opening Nason Creek Rest area year round received the most votes of all projects on the project master list. The need for this has been reiterated throughout the USFS Stevens Pass Scenic Byway Management Strategy Process, the 1994 ISTEA funded Stevens Pass Greenway planning process and now continues through the current cycle of citizen input and needs assessment for the CMP. The need for year round operation of the facility is increasing as the corridor becomes more crowded with winter recreationists and cross-state freight traffic.



WSDOT has studied the costs and benefits of year round operation. Limitations due to septic capacity are at their limit and currently incur failures due to overuse. In addition, the facility is not plumbed for winter operation. Costly retrofits would be needed and may still not be able to address the site sewage treatment limitations. The need for greater study of the current limitations of the facility to year round use, and exploration of alternative solutions is needed. In addition, several project ideas to improve the facility should be looked at in tandem with the winter use issues. First, a merge lane for westbound traffic has been suggested. The safety tradeoffs inherent in this scenario would necessitate further study. The length of the eastbound turnout is also an issue due to the constraint of the bridge width at this location. The feasibility study could include a master plan if circulation configuration improvements are warranted.



The Nason Creek rest area is a popular area for service groups who set up a table for coffee and cookies and collect small voluntary donations. These service groups come from as far away as the Methow Valley to operated the station for several days. Several groups have indicated that with the proper facilities they would be interested in winter hours. The feasibility study should include a needs assessment for the year round function of this activity on site.

The feasibility study could be commissioned by WSDOT, or funded by Tea 21 Grant or private donations. A working budget of \$20,000 would be needed to review the issues and produce recommendations. If a master plan is included as

part of the work a budget of \$35,000 would be needed. Grants writing and administration could be managed through Chelan County or the Greenway Board.

Tumwater Complex Improvements

Over 60 miles of trails on Tumwater Mountain northwest of Leavenworth and a historically significant ski jump and ski lodge together forms the basis for the Tumwater Complex. The complex is a significant Recreation and Historic Resource in the corridor. The Complex is accessed off of US 2 by traveling north on Ski Hill Road.



Many needs have been identified. In general order of priority they are: a master plan, parking lot improvements and an interpretive sign. The Leavenworth Winter Sports Club is the volunteer organization overseeing the complex and offering pro bono labor and materials for operations and maintenance. The USFS donates some materials to the project. Parking lot improvements have been recently implemented through public/private partnership. Donation of rock fill and hauling by Trout Unlimited to help surface the lot, County provided gravel and City provided sponsorship cooperated to construct the much needed lot surface hardening. The High School and Junior High School cross-country

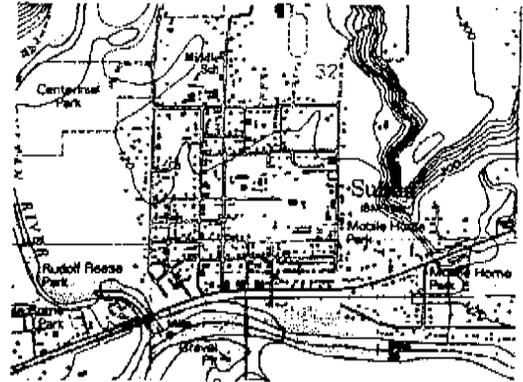
track teams currently use the Complex. The course is used for statewide meets and is considered one of the toughest, premier courses in the state. The trails are used in the winter for excellent cross-country skiing.

The Leavenworth Summer Theater is in its third year of operation using a primitive wood stage and folding seating on wood decking. The current capacity is 150 -175. There is a need for a new outdoor amphitheater with permanent stage, seating, toilets and refreshment facilities. The amphitheater setting is exceptional with its backdrop of Wedge Mountain, Icicle Ridge and the Enchantments beyond.

Redevelopment of the outruns/landings of the existing Historic Ski Jumps to meet today standards for the 25, 45 and 120 meter Jumps is needed. The Jumps are significant Greenway historic and recreational resources. The Bakke Ski Lodge, also a major significant historic resource in the corridor, is a log structure with renovations to remove dry rot and redo plumbing, electrical, heating and ventilation systems. The project purpose is to restore the building for eventual development of the Ski Museum sponsored by the Ancient Skiers Association. This would permanently house the Pacific Northwest premier collection of ski history. In the interim the collection would be housed in the Leavenworth Heritage House.

Interpretive Center in Sultan

A project to locate an Interpretive Center along the south side of the roadway in the park will provide the traveler entering the Greenway from the west a stopping point for Greenway information and orientation. The general site preferred would be on the south side of US 2 so that the visitor can make a quick stop before continuing on. The City of Sultan conducted preliminary study of the proposal. The concept would be to provide a facility in the vicinity of the existing display of the old growth log in the park. The theme architecturally would be that of an old railroad station.



The improvements envisioned include an interpretive sign and kiosk displaying historical information on Chief Sultan and the signing of the treaty. The site would include a pull through drive large enough to accommodate recreational vehicles. Another desired improvement is for public restrooms. Since expansion of the Sultan Sewage Treatment Plant, a sewer line could be constructed for the facility. The plan includes new picnic tables and a space for non-profit service groups to serve coffee and refreshments and collect donations. The property is owned by the City and portions by BNSF. The city has obtained an easement from BNSF for the improvements. Several steps are needed as a part of advance planning for such a facility. Access from the roadway is perhaps the issue of most concern during up front planning because future site planning and eventual construction and operations are dependent upon feasible siting of the facility. A formal alternatives analysis and siting study would be the priority project toward meeting this goal. The following issues must be addressed prior to final site selection and future projects to obtain funding for design and construction.



The lumbering exhibit and picnic shelter exists on the south side of US 2 at approximately milepost 22.6, on land situated between the highway and a mainline railroad track owned by the Burlington Northern Santa Fe Railway (BNSF). A driveway loops past the exhibit and provides a small number of parking spaces for the facility. The existing facility is located between two existing segments of US 2 that have continuous two-way center turn lanes. Traffic turning into the existing facility blocks traffic on US 2. This portion of US 2 has been identified as a High Accident Corridor (HAC). WSDOT is currently planning to extend the existing turn lane through Sultan as a part of a project to facilitate local access in Sultan. It is anticipated that this project will be constructed in 1999.

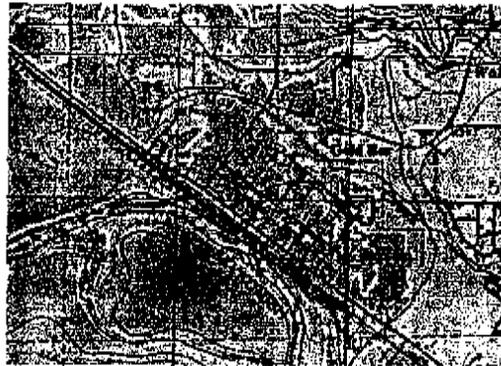
The existing lumbering exhibit/picnic facility would have a limited area available for expansion due to the proximity of the BNSF trackway and associated railroad right-of-way. The left-turn lane anticipated to be constructed would improve

access to the site but increased traffic could result in a need for further access control or driveway consolidation in the vicinity of the site.

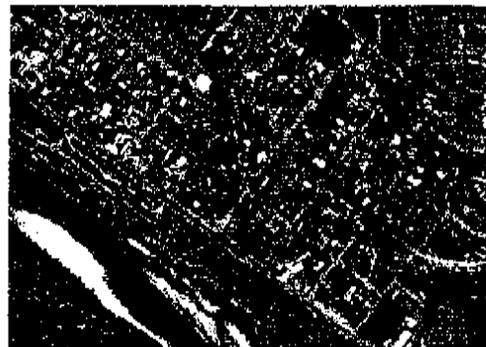
A siting study for an interpretive center may also want to consider co-locating the interpretive center with the existing 66-space park-and-ride facility that is located at milepost 22.9, on the south side of US 2. Periods of highest demand for the interpretive center, which could be anticipated to be spring, summer, and fall weekends, would not coincide with weekday periods when the park-and-ride lot has its highest utilization. Additional intersection and/or access control provisions may be required at the park-and-ride site, as a number of intersection and driveway-related accidents have occurred in this vicinity.

Interpretive Center in Gold Bar

No existing public interpretive or rest area facilities exist in Gold Bar. Similar to the Sultan proposal the project would locate a new Interpretive Center in the park across from the center of town near an existing gazebo. Similar improvements: interpretive kiosk, picnic facilities, drive through access road, restrooms and staging area for service groups are envisioned. The interpretive sign at this site would detail history of the town such as the gold panning during the days of railroad construction. The architectural style would also be in the theme of an old rail station. A limitation to this site is that a septic system would be needed for sewage treatment. The feasibility of the site for septic would need to be researched thoroughly prior to proceeding with site master planning.



Alternatives analysis studying the pros and cons of other site locations should also be conducted. For example, there is an existing 25-space park-and-ride lot located between 1st and 2nd on the south side of US 2 at approximately milepost 28.3, between the highway and the BNSF yard facilities. This park-and-ride lot is the end of the line for Community Transit service along US 2. This facility is also used to some degree by fishermen, who cross the BNSF right-of-way to reach the Skykomish River.



An existing continuous two-way center turn lane ends west of the park and ride potential interpretive center site. Paved shoulders along this segment of US 2 allow through traffic to pass stopped vehicles waiting to turn left, however, signs are posted to discourage this practice. Based on 1996 data, this portion of the US 2 corridor is classified by WSDOT as a High Accident Corridor (HAC). Accident data for the 1991 to 1994 time period indicates that rear-end and driveway

accidents are predominant, indicating a need for improvements that would address congestion related to turning traffic.

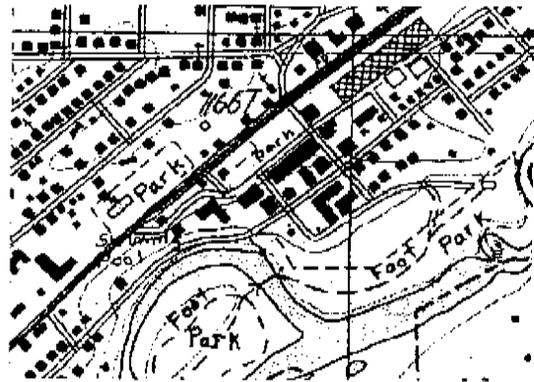
Provisions for a left-turn lane would need to be incorporated into an interpretive center project. If located on the south side of US 2, these provisions would need to be coordinated with existing street intersections and driveways located on the north side of the highway. As in Sultan, co-locating an interpretive center with the existing park-and-ride would appear to be feasible.

An additional consideration at this location would be the need to discourage trespassing on the adjacent BNSF right-of-way - the proximity of the river in combination with an interpretive center would undoubtedly attract tourists in numbers greater than the existing trespassing that occurs by fishermen. Without fencing or other means of discouraging pedestrian crossing of the BNSF right-of-way, increased trespassing would create a significant safety concern, particularly with railroad yard and passing track operations that often result in simultaneous train movements on two or more tracks through Gold Bar.

A septic feasibility study and site master plan would be likely candidates for Greenway assistance. A Scenic Byways Grant administered by the City of Gold Bar could be requested for this work.

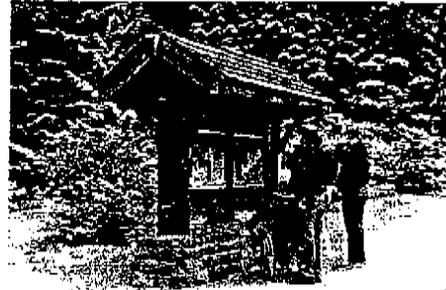
Leavenworth Heritage House Interpretive Center

The Leavenworth Heritage House Interpretive center is a new cultural resource in the corridor. An abandoned firehall was deeded over to the public by BNSF. The firehall is located in a prime location on US 2 next to City Hall and across from Front Street Park. The City conducted a survey of preferred actions and it was determined that the highest and best use of the facility would be for housing the Chamber of Commerce as a paying tenant to help defray maintenance costs, and to use the remainder of the facility for an interpretive center. Tea 21 Transportation Enhancement funds in the amount of \$100,000 were awarded to the City for building renovation design and construction. A Public Land Highway Discretionary Program grant in the amount of \$300,000 has been requested for construction materials, and a National Scenic Byway Grant in the amount of \$84,000 was submitted seeking funding for an interactive interpretive exhibit that would include computerized mapping and touch screen technology to provide visitors with detailed information on the intrinsic qualities and resources in the Greenway.



Another use planned is for temporary housing of the Northwest Ski History collection of the Ancient Skiers Association. The outdoor kiosk project would entail identification of the scope and purpose of the work, grants writing, a design contract and eventually a construction contract. A partnership of WSDOT, the City of Leavenworth and perhaps private sponsorship by local business could help

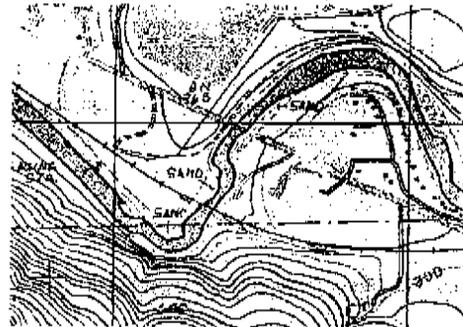
in administering the project and obtaining funding. An outdoor Greenway interpretive kiosk is also planned. Design of the Kiosk is perhaps the first step in implementing this action project for the Greenway organization should the grant be awarded. The current kiosk design at Deception Falls is well designed and constructed and could be utilized as a model for the new kiosk.



A second great need and early implementation action project would be to design and construct additional parking for the facility. A small design contract to establish feasibility should be undertaken and cost no more than \$5,000. Local agency or WSDOT or private party could donate preliminary design feasibility. The study should include review of permitting and access and setback criteria

Big Eddy River Access Park Improvements

This fishing access facility is located on the south side of US 2 at approximately milepost 30.5, between Gold Bar and Index. A gravel access road provides a connection between the highway and a large gravel parking lot. One-way circulation to a boat launch area is provided via an unpaved internal circulation road. Permanent latrine facilities are provided on the west side of the parking lot. Interpretive exhibits for river-based recreation are posted adjacent to the parking lot.



Improvements are needed to increase visibility of the facility. Currently signage is inadequate to sufficiently alert the traveler to the location of the driveway into the site. The entrance is wooded and the facility is not easily visible from the road. In addition, the parking area is surfaced in quarry spalls. Gravel surfacing laid over the spalls would help to smooth out the parking surface.

The safety of the entrance as located is also an important issue. The existing access road connects to the main highway at a stop-controlled intersection. No turn lanes are provided at this location. A paved apron is provided at the park entrance. The intersection is located approximately 0.2 miles east of a two-lane steel truss bridge spanning the Skykomish River. US 2 is on a 4.2% downgrade across the bridge. The posted speed in this segment of US 2 is 55 mph, however, sight distance approaching the bridge is restricted to a 35 mph design speed by the 350-foot vertical curve at the crest of the grade. Relocating the entrance further east could be studied to allow for an eastbound turn out lane. Sight distances to the intersection in the westbound direction appear to be adequate, although these are constrained by the horizontal curve and railroad overcrossing east of the intersection.

Traffic count data indicate that the average daily traffic (ADT) in the vicinity of Big Eddy River Access Park is in the range of 5,000 to 10,000 vehicles per day. Heavy trucks comprise approximately 5-10% of the total daily traffic. Existing levels of service are reported to be in the LOS C to LOS D range. Traffic growth on this portion of US 2 has been on the order of 3.0% to 3.5% per year. Future traffic estimates prepared by WSDOT (US 2 Design Analysis Existing Conditions Report, WSDOT, May 1996) indicate that by the year 2015 levels of service on this segment of US 2 could deteriorate to LOS E.

Accident data maintained by WSDOT indicates that in 1996, this portion of the corridor was classified as a High Accident Corridor (HAC). The predominant accident types are collisions with fixed objects, "other", and rear-end collisions. None of these predominant accident types are necessarily directly related to the intersection, however, in the eastbound direction, a warning sign for "Turns Ahead" is posted upstream of the vertical curve that restricts sight distance to the intersection.

Greenway Webpage

Creation of a privately sponsored Greenway Webpage was selected as a priority project for implementation in this year of the millennium. The Greenway recognizes that there will be a rise in use of the Internet for communication in the future as inexpensive access technology is brought online and the tool is made available to more households.

The intent of a Greenway Webpage is to sponsor a site unlimited in content and directed solely by the needs of the Greenway organization. Currently two Stevens Pass Greenway Websites exist. Both sites are under public sponsorship and as such cannot advertise, accept fees for advertising or provide links to commercial sites. The first site is sponsored by WSDOT on the Heritage Corridors Program homepage and is maintained by that office. The web address is: http://www.wsdot.wa.gov/hldr/hcp/hcp_home.htm. The second site is a National Scenic Byways site sponsored by the Federal Highways Administration. The web address is: <http://www.byways.org>. Navigate through the site by state and then select Stevens Pass Greenway to access the page. The site features a virtual tour of the Greenway with photos, a description of the Greenway, and a map. Links to the Mountains to Sound page are provided. A Greenway homepage would offer the flexibility to add information and links as needed. It could pay for itself eventually as contributing advertisers achieve a critical mass. The site could offer links to many private tourism companies such as rafting or kayaking outfitters, and driving for pleasure organizations such as recreational vehicle groups, and seniors. Other links related to recreation and historic resources such as the Mountaineers and the Iron Goat Trail sites would provide a great service to the viewer.



The site would require design and maintenance by an interested and skilled volunteer or paid professional. There are significant technical considerations and limitations to webpage design. A good designer will be creative within the parameters of building a site that is easily accessed and downloaded. File size and format is always an issue. A committee of the Board should be tasked to surf the Internet for similar sites and formulate a "Best of the Web" scenic byway sites list to help guide the future design. In addition, many books on webpage design have now been written and local newspapers now contain reviews of many sites on a regular basis. Review of these sources can help to determine a general idea of how the Greenway may wish to develop their site.

The first task for the Greenway will be to register a domain name. To get a .org address the Greenway must register with Network Solutions of InterNIC (www.networksolutions.com) who administers domain names ending in .com, .org (for nonprofits), .net, .edu, .gov and .mil. The cost is \$100 and \$50 per year after the second year for maintenance of the subscription.

Tourism Plan

The economic health and well being of corridor communities is a key element in preservation of a scenic byway. Thriving, well-maintained towns and private businesses with adequate financial resources to invest in infrastructure, parks and maintenance of attractive streetscapes cannot be understated in terms of the visual impact to the byway. Structures that are vacant, littered or run down detract from the beauty of the drive.

Designation as a National Scenic Byway will increase the visibility of the Greenway nationally and will increase numbers of visitors. Issues concerning how to disperse tourist attractions throughout the corridor so that no one location is overwhelmed should be addressed. By sharing in the tourist economy small towns will enjoy spin off benefits such as an increased tax base and subsequent increased ability to afford infrastructure improvements. If prepared with goods and services, the economic benefits to these towns can be substantial. The Greenway Tourism Plan can help to guide this evolution by identifying deficiencies and needed services in every sector of local economies.

The example of Leavenworth transformation into a tourist-based economy is generally considered a local success story. The roadside towns of Gold Bar, Sultan, and Startup have recognized that their intact historic architecture contributes to the charm and character of the place and invites tourists. The towns of Skykomish and Index and their preserved historic districts are a compelling draw for short side trips.



These communities have recognized the potential and begun to capitalize on it. Additional streetscape improvements along Visual improvements are only one category of information and research that should be a part of a Tourism Plan. The

charm and picturesque quality that tourists seek is also enhanced in many other ways. For example, the tourism plan should study and address signage, lodging and restaurant resources within the corridor. Brochures, maps, audio tours, Interpretive Centers, Visitors Centers, scenic pullouts and signage, well maintained rest areas are important resources that should become part of the Tourism Plan.

Planning issues are a complex but important topic to address within the report. Uniform "anywhere USA" strip development architectural styles oppose the concept of a visually unique and scenic corridor and can effectively destroy its tourist value. The tourism plan will need to address urban design values for new development corridor wide and work with communities to implement design guidelines that will enhance tourism if so desired. Recent research into the success of communities such as Boulder, Colorado have proven a link between high land values and the scenic beauty of their settings. From the book "Balancing Nature and Commerce in Gateway Communities" Community-wide residential land values in scenic settings are much higher than those in new towns with primarily strip commercial architecture. Communities wishing to preserve their quality of life and maintain high property values while creating a tourist-based economy must incorporate these concepts into their planning if they hope to maintain tourism as a significant part of their future economies.

A general market analysis should be a part of the Tourism Plan to identify key areas of investment and financial viability for tourist service related improvements. The plan can focus on these identified tourism investment areas to focus Greenway efforts on cost effective and profitable solutions and projects.

A promotional strategy is another important part of the Tourism Plan. An inventory of existing tourism promotion campaigns including local Chambers of Commerce and Visitors Centers, state and local agencies, as well as hospitality industry businesses would be compiled. The existing Greenway list of festivals, fairs, special events and their timeframes and promotional activities should also be updated.

The Heritage Corridors Program is an important resource to tap for assistance in formulating a desired scope of work and assistance in administering the Tourism Plan due to their expertise in this specific area. A National Scenic Byways Grant can be pursued to fund the Tourism Plan. A committee of the Board could write the grant with assistance from the WSDOT Heritage Corridors Program.



Project Ranking

1	86.80	Winton Townsite	Interpretive signage							17		
1	78.28	White Pine Road	Greenway signage, lighting, low rock wall/ native groundcover									
1	90.44	Turnwater Campground	Improve river access	1					9			
1	35.62	Triangle Park	Potential state park site					4				
1	21.42	Sultan, WA	Roadside park trail link						6			
1	25.56	Startup, WA	Streetscape project- sidewalks, curbs, street trees, decorative lampposts, trash containers, signage.						6			
1	68.63	Smith Brook Road	Greenway signage, lighting, low rock wall/ native groundcover									
1	35.80	Skylomish River	Scenic viewpoint improvement project				4		9			
1	99.20	Ski Hill Road	Greenway signage, lighting, low rock wall/ native groundcover							12		
1	39.00	Shoulder needed	Especially over railroad tracks									21
1		Scenic and Historic Bridges study										
1	68.63	Rainy Pass	Research Steel Bridges in corridor	2								
1	96.20	Pullout	Watchable wildlife project								19	
1	97.00	Pullout	Wenatchee River, Turnwater Canyon, Salmon Viewing	1								21
1	92.20	Pullout	Potential project for Interpretive signage describing "lookup" forest fires and waterfalls, confluence of rivers									21
1	35.62	Old Quarry, Town Wall, Pickett Park	Wenatchee river, Turnwater Canyon, Salmon Viewing					4				21
1		Old Cascade Tunnel west portal	Interpretive/directional signage in index									
1	49.93	Old Cascade Highway	Interpretive signage						7			
1		News Releases	Project to continue road maintenance	2								
1		Natural/Wildlife Signage Plan	More frequent Commission sign designs, site details, construction drawings						9			
1	82.00	Nason Creek Rest Area	Expand Interpretive Signage	1						8		
1	36.00	Mt. Index, Sunset Falls	Scenic viewpoint improvement project						5			
1	70.33	Mill Creek Road	Greenway signage, lighting, low rock wall/ native groundcover									9
1	79.30	Meritt Townsite	Interpretive signage project								3	
1	76.03	Meritt Lake Trail	Trail head improvement									9
1		Lower Speed Limit	Gold Bar to Baring								4	
1	99.20	Leavenworth, WA	Streetscape project - street trees, mini-park at corner, decorative lampposts, trash containers, signage									19
1	70.33	Lanham Lake Trail	Improve signage									21
1	70.33	Lanham Creek Camp	Interpretive Signage									21

Master Project List

	<i>Access Point and Directional Sign Projects</i>	Greenway signage, lighting, low rock wall/ native groundcover; low rock wall/ native groundcover (Leavenworth Ranger Station style), Greenway and Information Signage
4.80	SR 9	
27.92	1st St.	
30.52	"Big Eddy" River Access Park	
35.62	Index-Galena Rd	
45.89	Money Creek Road	
48.50	Skykomish Gas Station	
49.52	Beckler Road	
49.93	Old Cascade Highway	
50.62	Foss River Road	
58.30	Old Cascade Highway	
68.63	Smith Brook Road	
70.33	Mill Creek Road	
78.28	White Pine Road	
84.74	SR 207	
99.05	Icicle Road	
99.20	Ski Hill Road	
118.76	SR 97 north	
	<i>Access Point Plan</i>	Design of prototypical access point improvements, materials etc.
	<i>Transportation Improvement Projects</i>	
18.67	Fern Bluff Road	Left turn lane project
21.57	Old Owen Road	Stoplight at Old Owen, begin left turn lane project
22.00	Traffic light	MP 22 & MP 23 to get into and out of Sultan
22.37	Traffic light	5th Street
25.50	Turn lane	Startup Road
25.56	Turn lane	Startup, WA
28.80	Traffic light needed	Traffic Light
39.70	Rock/ Rail	Project to replace jersey barrier, open up views of river
49.93	Old Cascade Highway	Project to continue road maintenance
58.30	Old Cascade Highway	Potential project to reconnect old highway between tunnel portal and pass
58.30	Old Cascade Highway	Improve bridge over Tye River
	Chain up areas	Screen sanicans
95.70	Rock /Rail	Project to improve turnouts east of The Alps
	<i>Streetscape Improvement Projects</i>	
12.70	Monroe, WA	Continue streetscape project, sidewalks, curbs, street trees, decorative lampposts, trash containers, signage
21.42	Sultan, WA	Streetscape project - sidewalks, curbs, street trees, decorative lampposts, trash containers, signage.
25.56	Startup, WA	Streetscape project- sidewalks, curbs, street trees, decorative lampposts, trash containers, signage.
27.48	Gold Bar, WA	Streetscape project - sidewalks, curbs, street trees, decorative lampposts, trash containers, signage
84.51	Coles Corner, WA	Streetscape project - sidewalks, curbs, street trees, mini-park at corner, decorative lampposts, trash containers, signage
	<i>Landscape Screening Projects</i>	
23.00	Landscape Screening	Sultan Industrial Park
23.50	Landscape Screening	Industrial land for sale, work with developer
25.00	Landscape Screening	Maust Transfer work with to screen
	Landscape Screening	Burger King
	Landscape Screening	Sultan Sewage Treatment Facility
25.70	Landscape Screening	Lot west of Cascade Cedar Supply- work with owner
27.20	Landscape Screening	Potential tree planting to screen housing development
29.00	Landscape Screening	North side of highway

Master Project List

36.00	Mt. Index	Vegetation management needed along south side of highway to open up mountain views
37.90	Staging Area	Project to reclaim disturbed landscape
	Landscape Screening	West Cascade Tunnel Maintenance Facility
54.80	Landscaping	Slide area - plant douglas fir seedlings above rock.
	<i>Rest Area Projects</i>	
21.99	Rest Area	Greenway Service Area maintain, signage opportunity
25.20	Wallace River Rest Area, WSDOT	Change sanicans to permanent
28.80	Chain-up Area	Potential rest stop
64.57	Stevens Pass Summit	Rest area needed
82.00	Nason Creek Rest Area	Open restroom and disposal facilities year-round
92.23	Swiftwater Picnic Area	Install composting toilets
	<i>Bicycle/Pedestrian Trail Projects</i>	
13.00	Centennial Trail Connection	Build connection to Centennial Trail
21.42	Sultan, WA	Roadside park trail link
25.58	Startup, WA	Roadside park trail link
28.00	Gold Bar Linear Park	Roadside park trail link
49.93	Old Cascade Highway	Potential bicycle route
69.29	Bygone Byways	Potential bicycle trail link
115.14	Monitor, WA	Old Monitor Highway, Red Hill bicycle trail projects.
64.57	Stevens Pass to Wenatchee	Trail through Tumwater Canyon
	Bike Trail Feasibility Study	From Everett to Wenatchee
	<i>Historic/Cultural Interpretive signage Projects</i>	
30.00	Reiter Road	Historic wagon trail route - Interpretive signage project
37.77	Brook Mill site, Baring, WA	Interpretive signage
45.40	Grotto Historic Cement Plant	Interpretive signage
50.62	Tye Wagon Camp	Interpretive signage
	Stevens Pass Historic District, western boundary	Interpretive signage projects for historic snowsheds
55.01		
58.28	Iron Goat Trail	Wellington site Interpretive signage
58.40	Skykomish Indian Rock Shelter	Interpretive Signage
58.65	Cascade Tunnel west portal	Railroad Interpretive signage
	Old Cascade Tunnel west portal	Interpretive signage
64.57	Historic Ski Huts/Railroad	Project to interpret historic ski huts and railroad history
67.00	Old Cascade Tunnel East Portal	Interpretive project at old switchback
?	Cascade Tunnel Townsite	"The wickedest place in the world"
69.29	Cascade Tunnel east portal	Interpretive signage
70.33	Mill Creek Shaft	Interpretive signage
70.33	Lanham Creek Camp	Interpretive Signage
72.00	Berne Townsite	Interpretive signage
75.50	Old Gaynor Townsite	Interpretive signage
79.30	Merrit Townsite	Interpretive signage project
82.00	Nason Creek Rest Area	Expand Interpretive signage
86.80	Winton Townsite	Interpretive signage
90.44	Tumwater Campground	Interpretive signage
90.50	Tumwater Canyon	Potential trail and Interpretive signage project.
		Prehistoric Indian rock shelter - project to reinstall Interpretive signage
92.23	Swiftwater Picnic Area	
93.50	Drury Townsite	Interpretive Signage and Indian Rock Shelter
97.00	Ice Canal	Irrigation history - potential interpretive project
		Potential project for interpretive signage describing "lookup" forest fires and waterfalls, confluence of rivers
97.00	Pullout	
106.00	Dryden Ditch	Interpretive signage of irrigation history
	Scaling Station	Interpretive signage
	Tote Road	Interpretive signage
	Original Fish Hatchery	Interpretive signage
	Chiwakum Townsite	Interpretive signage
	Martin City Townsite	Interpretive signage
	Interpretive Signage Plan	Commission sign designs, site details, construction drawings

Master Project List

	Scenic and Historic Bridges study	Research Steel Bridges in corridor
	<i>Watchable Wildlife/Natural Interpretation Sites</i>	
35.16	So. Fork Skykomish River	Watchable Wildlife project at Profitts Pond
35.62	North Fork Skykomish River	Watchable wildlife project
68.63	Rainy Pass	Watchable wildlife project
68.63	Smithbrook Beaver Pond	Interpretive signage
79.70	Mountain Goat Viewpoint, Merrit	Watchable wildlife project
92.93	Swiftwater Picnic Area	Watchable wildlife project
97.50	Penstock Trail	Watchable Wildlife project
	Natural/Wildlife Signage Plan	Commission sign designs, site details, construction drawings
99.20	Trout Unlimited	Salmon Restoration Site
	<i>Historic Preservation Projects</i>	
99.20	Leavenworth, WA	Bakke Ski Jump and old lodge preservation projects
	<i>Tourism/Visitor Center Projects</i>	
12.70	Monroe, WA	Visitors center greenway gateway
21.42	Sultan	Potential use as visitors information center
28.00	Gold Bar	Potential use as visitors information center
48.50	Skykomish, WA	Potential visitor center project
99.20	Leavenworth Heritage House	Old firestation, tourist info, greenway gateway
111.98	Cashmere, WA	Visitor center greenway gateway
	Historic Site Tour Map	Greenway Packet, Historic Townsites Tour, Townsite Markers
	Recreation Site Map	Greenway Packet, recreation sites
	Scenic Site Tour Map	Greenway Packet, Scenic Markers/Interpretive sign locations
	Tourism Plan	Expand Greenway Marketing Plan
	<i>Park, Walking Tour, Trail</i>	
27.48	Gold Bar, WA	Future community park at May Creek
32.00	Pullout	Fishing access pullout improvements westbound
33.00	Boulder Drop, Skykomish River	Pullout improvement project
35.62	Triangle Park	Potential state park site
36.40	Eagle Falls	Clean graffiti, expand parking
37.40	Heybrook Lookout Trail	Parking Improvements
54.30	Alpine Falls	Potential day use area project
58.60	Surprise Lake Trail	Trail improvements to Surprise Lake
70.33	Lanham Lake Trail	
73.00	Rock Mountain Trail	Parking Improvements
78.28	White Pine Campground	Parking Improvements
79.00	River access	Currently unimproved
82.00	Nason Creek Campground	
82.00	Nason Creek Fishpond	
90.44	Tumwater Campground	Improve river access
90.50	Tumwater Canyon	Potential Tumwater Mountain Trail project.
95.08	Tumwater Dam	Replace chain link with decorative fence
97.50	Penstock Trail	Trail improvement project
99.20	Tumwater Complex	Tumwater Mountain 65 miles of trails, interpretation, parking, ski sports club
	Alpine Falls Master Plan	
	Snopark Plan	
	<i>Scenic viewpoint Improvement projects</i>	
7.11	Three Lakes Road	Views of Pilchuck river and valley and dairyland
15.00	Pullout	Scenic viewpoint improvement project
21.42	Ragged Ridge	Scenic viewpoint improvement project
32.20	Pullout	Scenic viewpoint improvement project of Haystack Mountain
33.00	Mount Index	Scenic viewpoint improvement project
34.00	Mount Index	Scenic viewpoint improvement project

Master Project List

34.60	Pullout	Roadside improvement project
34.60	Pullout	Roadside improvement project, eastbound
35.80	Skykomish River	Scenic viewpoint improvement project
36.00	Mt. Index, Sunset Falls	Scenic viewpoint improvement project
36.40	Bridal Veil Falls	Scenic viewpoint improvement project
38.00	Pullout	Scenic viewpoint improvement project
39.00	Baring Mountain Views	Scenic viewpoint improvement project
69.00	Pullout	Scenic viewpoint improvement project improvement project
76.20	Pullout	At present unimproved pull out exists here
77.50	Pullout	At present unimproved pull out exists here
92.20	Pullout	Wenatchee river, Tumwater Canyon, Salmon Viewing
95.00	Drury Falls	Viewpoint
95.70	Pullout	Wenatchee River, Tumwater Canyon, Salmon Viewing
95.90	Pullout	Roadside improvement project westbound
96.20	Pullout	Wenatchee River, Tumwater Canyon, Salmon Viewing
97.80	Pullout	Wenatchee River, Tumwater Canyon, Salmon viewing
105.00	Peshastin Pinnacles	Scenic viewpoint improvement project
118.00	Pullout	Scenic Scenic viewpoint improvement project
	<i>Ongoing Research, Reporting and Organizational Projects</i>	
	Webpage	Webpage
	Newsletter	Quarterly, Bi-yearly, Yearly. Ongoing work to set goals, obtain funding, collect articles, publish.
	Updating Existing Websites	Organize ongoing project
	Memberships/donations	Organize ongoing project
	Concurrency Plan	Check local plans to verify concurrency with CMP and Greenway Goals. Identify conflicting goals and conduct outreach with local governments to align goals.
	Partnership activities reporting	Trust for Public Lands, Nature Conservancy, Forest Service, Chambers of Commerce, DOT, Cascade Loop, Private Local Foundations, yearly updates and reporting on partnering opportunities and existing and proposed projects and sites.
	Outdoor Advertising Plan	expand plan as needed
	Clearcut rehabilitation plan	Update, review periodic forest service plans for logging in corridor
	Steven's Pass Summit Master Plan	Update, review future development planning
	Tourist Train	Help sponsor, create buy-in, promote
	Photo Contest	Build Greenway photo library through contest
	IAC Grant	Research grant cycle, requirements, eligible projects
	Tea-21 Grant	Research grant cycle, requirements, eligible projects
	PLH Grant	Research grant cycle, requirements, eligible projects
	Rails to Trails Grant	Research grant cycle, requirements, eligible projects
	Expand Greenway Boundaries	Commission additional CMP between Everett and Monroe and between Cashmere and Wenatchee.
	Volunteer Project Implementation Plan	Tap volunteers for project implementation through existing Adopt-a-highway and new Adopt-a-park programs. Organize with participation of Scouts, Schools, Service Clubs.

CHRONOLOGY OF WASHINGTON STATE'S SCENIC AND RECREATIONAL HIGHWAY PROGRAM

1967 - Responding to national interest in the highway beautification movement, the Washington state legislature passed the *Scenic & Recreational Highways Act of 1967* (RCW, Chapter 47.39), which established the Scenic and Recreational Highways Program. The original 27 highways were selected by the state legislature and comprised over 1900 miles of state highways. Administration of the program became the responsibility of the Department of Transportation (WSDOT). None of these original designations underwent any technical evaluation process, which prevented participating highways from being measured consistently.

1971 - The legislature passed the *Scenic Vistas Act of 1971*, (RCW, Ch. 47.42) which tied controls on outdoor advertising to scenic and recreational highways, in order to protect their scenic views and recreational opportunities. This is the only regulatory control connected to the Scenic and Recreational Highway System to date. This act provided WSDOT with an advantage in securing federal funds.

1971 - 1989 - The program remained largely honorary. It lacked the definition and direction needed to enhance or protect intrinsic qualities along the routes. Inconsistent management practices found along segments of the roadways hindered growth of the program and opened the door for degradation of the scenic resources along scenic byways.

1990 LEGISLATIVE SESSION - The legislature amended RCW, Chapter 47.39 and directed (WSDOT) to establish a means to protect scenic resources along the Scenic & Recreational Highways system. The legislature further directed WSDOT to develop a method for assessing state highways and for determining an appropriate threshold for the addition of highways to the system. A methodology was subsequently developed and published in the *Scenic and Recreational Highways Program Study, 1990* report. This methodology was then codified in Amended RCW Ch. 47.39. During this session, the legislature also passed the Growth Management Act, establishing Regional Transportation Planning Organizations. (RTPO.) This acknowledged the need for statewide coordinated planning efforts.

1991 - The legislature through Transportation Budget ESHB 1231 directed WSDOT to complete the assessment of scenic and recreational highways and to identify roads eligible for inclusion in the program. The staff of WSDOT's Scenic Highway Program took the newly developed methodology into the field and measured all of the highways in the state. However the methodology proved to cause statistical anomalies which prevented it from being an adequate assessment tool. The methodology was modified to correct the anomalies, and a list was developed of the top 25% of highways passing the required threshold. The findings and recommendations were published in the *Scenic and Recreational Highways Program Study, 1991* report, and submitted to the legislature.

The US Congress passed the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA, Section 1047)*. ISTEA created the National Scenic Byway Program (NSB) which initiated federal support of state scenic programs. ISTEA established the nationwide standard for future state byway programs.

1998 - Responding to requests from proponents of state owned routes wishing to be included in the program, HCP staff attempted to revive the 1991 methodology for route assessment. Through a series of public meetings, and a field analysis of the old methodology, it is determined that RCW 47.39 needs to be

amended to best meet changes affecting the program and byway communities. Concurrently, HCP staff begins development of a revised methodology to better measure intrinsic qualities along routes.

1999 LEGISLATIVE SESSION - After passage of an amendment relating to protection of property rights, SSB 5273 is in line to be signed into law by the Governor. Changes to RCW 47.39 include: the opportunity for non-state owned routes to be included in the program; the creation of a separate category of routes called "Heritage Tour Routes," and granting HCP staff authority to revise the old methodology.

STATE ACTIONS

1993 Legislative Session - After first being introduced in the 1992 session, the legislature through SHB 2023 approved the changes to the system. Twenty-nine new routes were added, giving 45% of Washington's routes scenic and recreational status.

WINTER 1993 - WSDOT combined its Scenic and Recreational Highways Program and its Highway Heritage Program to form the **Heritage Corridors Program (HCP)** as the central point of contact for scenic byways. HCP also became the administrator for Safety Rest Areas and Viewpoints; and Interpretive Signs and Markers. The multi-jurisdictional Heritage Corridors Advisory Committee (HCAC) was established to help guide the program's activities.

1994 - With the aid of an NSB grant, and match from the legislature, HCP staff began work on *Defining Washington's Heritage Corridors Program: A Report to the Washington State Legislature and the Federal Highway Administration*. The study addressed: the relationship of the state and national programs; future changes in the state program, and suggested revisions for the implementation process.

FEDERAL ACTIONS

1992 - 1998 - ISTEA was managed by the Federal Highway Administration (FHWA) which made seven million dollars available annually to states with "officially" recognized scenic and recreational highways. Eligible projects included: development of scenic byway programs; corridor planning; and "eligible projects which are included in a corridor management plan for maintaining the intrinsic qualities of the corridor....". A total of over \$6 million dollars in byway money has been received to fund thirty three projects on Washington's Scenic Byways. An additional \$2.2 million dollars was received in 1993 for demonstration projects along SR 101. Other federal funds which were made available to support improvements on state scenic byways include ISTEA Enhancement funds.

JUNE 1998 - Congress re-authorized transportation bill, by passing the Transportation Efficiency Act for the Twenty first Century (TEA-21). National Scenic Byway funding was raised to \$148 million for the six year period (ranging from \$23.5 to \$26.5 million annually).

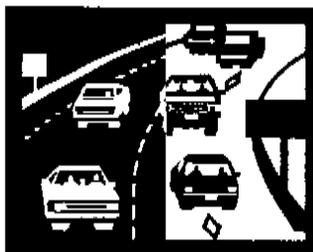
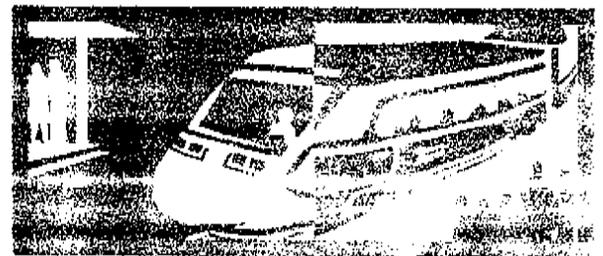
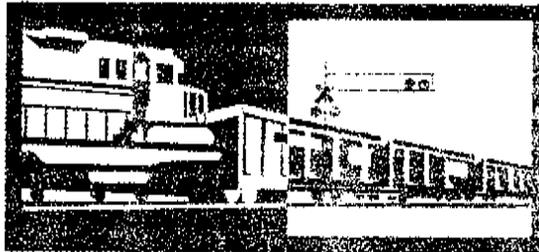
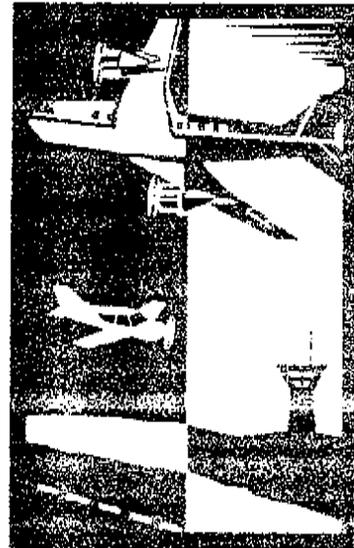
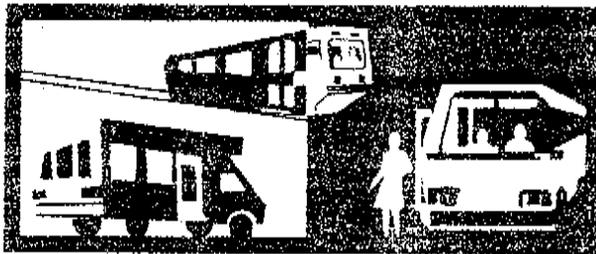
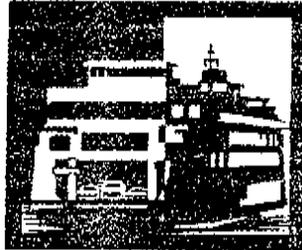
AUGUST 1998 - HCP submitted a record twenty-four National Scenic Byway grant applications to FHWA for \$5,045,070.00 from a combined Byways fund of \$40 million.

Primary Points of the Scenic Vista's Act of 1971 (RCW 47.42)

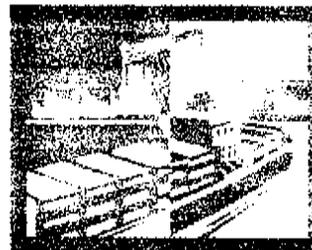
- Routes in compliance with the Scenic Vista's Act are automatically consistent with the federal Highway Beautification Act of 1965;
- Provides for the control of outdoor advertising adjacent to the interstate system, primary system and the scenic system in unincorporated areas;
- Specifies permissible sign types, allowed locations, and size restrictions;
- With restrictions, on-premise signing is allowed: Advance signing (i.e. Joe's Diner, 15 miles on left) is not;
- Identifies process for permitting signs;
- In order to receive and retain National Scenic Byways Program funding, the routes upon which the projects are located must be in compliance with the Highways Beautification Act;
- In order to be eligible for National Scenic Byways funding, properties located within incorporated boundaries or on tribal lands must be subject to a local signing ordinance which is at least as restrictive as the Highway Beautification Act;
- Provides penalties for the abatement of illegal signs and authorizes compensation for the removal of signs;
- Funding is available under both the National Scenic Byways Program and Transportation Enhancement Program for the removal of billboards.

State Highway System Plan

1999-2018



January 1998



**Washington State
Department of Transportation**

Northwest Region

Financially Constrained 20 Yr. Mobility Strategies

State Route	Mileposts	Vicinity Description	Est. Cost Range (\$ in Millions)
2	0.00 to 2.71	I-5 to SR 204	\$84.00 to \$109.00
		Strategy: Add EB & WB HOV lanes to SR 204, modify interchange at I-5/SR 2.	
2	14.25 to 16.12	SR 522 interchange to Monroe (ECL)	\$32.24 to \$37.08
		Strategy: Construct two lane bypass of Monroe on new alignment.	
2	16.00 to 18.67	City of Monroe (ECL) to Fern Bluff Rd.	\$12.80 to \$16.00
		Strategy: Widen to 4 lane, median divided highway including access purchase.	
2	18.67 to 24.22	Fern Bluff Rd. to City Sultan (WCL)	\$38.00 to \$49.60
		Strategy: Widen to 4 lane, median divided highway to Sultan (MP 21.42) including access purchase. Widen to 4 lanes without median through Sultan eastward.	
2	24.22 to 56.76	Sultan (WCL) to Deception Creek	\$1.50 to \$1.95
		Strategy: Study future treatment of SR 2 including bypass of Sultan, Goldbar and Startup.	
5	139.50 to 154.15	Milton vicinity to Southcenter	\$0.15 to \$0.20
		Strategy: Study lane balance and interchange needs to determine mobility solution to growing congestion problems.	
5	149.21 to 149.21	SR 516 at the Kent-Des Moines Park & Ride Lot	\$27.40 to \$35.60
		Strategy: HOV direct access to the Kent-Des Moines Park & Ride Lot.	
5	162.57 to 163.02	South Industrial Way vicinity	\$39.19 to \$46.10
		Strategy: HOV direct access connection to South Industrial Way/E3 busway.	
5	164.93 to 166.42	I-5 through downtown Seattle	\$1.09 to \$1.25
		Strategy: Rechannelize Northbound I-5 through downtown Seattle.	
5	166.40 to 167.80	E Denny Way to SR 520	\$39.30 to \$51.10
		Strategy: NFS - Modify the Mercer St. interchange and reversible lane for weave from SR 520 to Mercer St.	
5	169.86 to 169.86	NE 50th St. interchange	\$6.80 to \$8.80
		Strategy: HOV Direct Access Ramps at NE 50th St.	
5	172.43 to 177.76	NE 102 to SR 104 (Snohomish Co. Line)	\$2.40 to \$3.12
		Strategy: Rebuild Pedestrian under-crossing, add stalls to Bethel Lutheran Church, Shoreline Christian Church and North Jackson Park & ride lots and Traffic Systems Management. Regional rail system.	
5	174.11 to 174.11	SR 523 (NE 145th St.) interchange vicinity	\$9.90 to \$12.89
		Strategy: HOV Direct Access Ramps at SR 523/145th.	
5	176.39 to 177.42	NE 175th St. to NE 205th St.	\$7.50 to \$8.63
		Strategy: Construct NB Auxiliary Lane.	
5	179.80 to 180.30	220th St. SW to 44th Ave. W.	\$5.10 to \$5.87
		Strategy: Construct northbound auxiliary lane.	
5	181.07 to 182.45	SR 524 interchange	\$30.40 to \$34.96
		Strategy: [Interchange improvements at the SR 524 (196th St.) interchange.]	
5	183.12 to 188.68	I-5/SR 526 interchange vicinity	\$8.48 to \$11.02
		Strategy: Freeway to Freeway connection at I-5/SR 526 - SE Quadrant.	
5	186.42 to 186.42	SR 96/128th St. SW interchange	\$11.40 to \$13.10
		Strategy: Construct a WB to SB loop ramp with HOV bypass and ramp metering.	
5	189.31 to 189.31	Near SR 527/SR 526 interchange	\$1.24 to \$1.43
		Strategy: Construct new Everett Park and Ride Lot.	
5	189.57 to 194.02	Everett vicinity	\$0.25 to \$0.33
		Strategy: I-5 access study through the Everett urban area.	

Mobility Strategies Excluded from Constrained Plan

Statewide List

Region	State Route	Mileposts	Vicinity Description	Est. Cost Range (\$ in Millions)
Northwest	2	2.71 to 5.02	SR 204 to MP 5 (between 87th Ave. and SR 9)	\$20.54 to \$26.70
		Strategy: <i>Widen to 4 lanes, limited access. I/C @ Bickford Ave. (Old SR 2). Include WB HOV lane @ SR 204 I/C.</i>		
Northwest	2	5.02 to 8.80	MP 5 (between 87th Ave. and ST 9) to Campbell Rd. (92nd St. SE)	\$14.00 to \$18.20
		Strategy: <i>Widen to 4 lanes</i>		
Northwest	2	8.80 to 16.00	Campbell Rd. (92nd St. SE) to City of Monroe (ECL)	\$102.39 to \$133.11
		Strategy: <i>Construct new 4 lane, limited access bypass with new interchanges @ Westwick Rd., SR 522, and east Monroe. 4 lanes to SR 522 with additional 2 lanes added around Monroe (this is in addition to the two lanes found in the constrained plan).</i>		
Northwest	2	9.02 to 13.86		\$2.30 to \$2.81
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	13.86 to 15.64		\$1.69 to \$2.07
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	13.87 to 13.87	East Monroe vicinity	N/A
		Strategy: <i>NFS - Monroe park & ride lot needs multi-agency approach to increase 20-year capacity?</i>		
Northwest	2	15.64 to 21.42		\$2.75 to \$3.36
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	21.42 to 24.44		\$2.87 to \$3.51
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	24.22 to 31.27	City of Sultan(WCL) to Fir Rd. (near Proctor Crk.)	\$32.20 to \$41.80
		Strategy: <i>Widen to 4 lanes, median divided, limited access highway (MP 24.44 - MP 25.56, MP 26.33 - 27.48, and MP 28.72 - MP 31.27). Within cities provide 4 lane undivided section.</i>		
Northwest	2	24.44 to 26.33		\$0.90 to \$1.10
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	26.33 to 28.72		\$2.27 to \$2.78
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	27.92 to 27.92	City of Goldbar (near Croft Ave. and 1st St.)	N/A
		Strategy: <i>NFS - Gold Bar park & ride lot needs multi-agency approach to increase 20-year capacity?</i>		
Northwest	2	28.72 to 56.76		\$13.32 to \$16.29
		Strategy: <i>Purchase of access rights</i>		
Northwest	2	31.27 to 35.62	Fir Rd. (near Proctor Crk.) to Index-Galena Rd.	\$18.50 to \$24.00
		Strategy: <i>Widen to 4 lane, median divided, limited access highway.</i>		
Northwest	2	35.62 to 42.77	Index-Galena Rd. to Beaver Rd.	\$31.10 to \$40.43
		Strategy: <i>Widen to 4 lane, median divided, limited access highway.</i>		
Northwest	2	42.77 to 48.99	Beaver Crk. to City of Skykomish (ECL)	\$46.60 to \$60.58
		Strategy: <i>Widen to 4 lane, median divided, limited access highway.</i>		
Northwest	2	48.99 to 56.76	City of Skykomish (ECL) to Deception Crk.	\$42.50 to \$55.25
		Strategy: <i>Widen to 4 lane, median divided, limited access highway.</i>		
Northwest	5	143.83 to 143.83	Near S. 320th St.	N/A
		Strategy: <i>NFS - Federal Way Transit Center park & ride lot needs multi-agency approach to increase 20-year capacity?</i>		
Northwest	5	153.92 to 154.46	I-5/I-405/SR 518 Interchange vicinity	\$43.70 to \$56.80
		Strategy: <i>Freeway-Freeway HOV lane connection at I-5/I-405/SR518 - SE Quadrant</i>		

Northwest Region

20 Yr. Safety Improvement Strategies

State Route	Mileposts	Category	Vicinity Description	Est. Cost Range (\$ in Millions)
2	2.32 to 2.44		SR 204 vicinity	N/A
	Strategy: Programmed project to replace EB bridges at MP 0.19-2.44 (Snohomish River to Ebey Slough), ad date: 2/12/96.			
2	2.50 to 3.50	HAC	SR 204 to Bickford Ave.	\$0.97 to \$1.26
	Strategy: Add WB acceleration lane from Bickford Ave. and add advance signing for left side off ramp to SR 204.			
2	4.50 to 6.00	HAC	87th Ave. to west of RR bridge	\$1.00 to \$1.30
	Strategy: Signals at SR 2/SR 9 ramp termini, 1.5 miles median barrier, 500' guardrail, and 2000' ditch flattening.			
2	8.00 to 9.50	HAC	Campbell Rd. vicinity	\$0.11 to \$0.15
	Strategy: EB: 400' guardrail on off ramp, cut 5' high hillside (1000 L.F.), and lengthen merge at MP 9.4. WB: flatten 4' deep ditch.			
2	11.50 to 13.50	HAC	French Creek to Evergreen State Fairgrounds	\$1.04 to \$1.20
	Strategy: Continue monitoring - There are currently safety improvement projects (12) programmed to begin construction in July 1999.			
2	18.24 to 18.37	Risk	Between 245th Ave. SE and Fern Bluff Rd.	\$0.02 to \$0.02
	Strategy: Install guardrail, add 2 signs and relocate utility poles.			
2	18.50 to 19.50	HAC	Vicinity of Fern Bluff Rd.	\$0.84 to \$1.09
	Strategy: Add left turn pocket and acceleration lane EB and right turn pocket and acceleration lane WB.			
2	22.00 to 24.00	HAC	Park Entrance (Rest Area) to 339th Ave. SE	\$2.32 to \$3.02
	Strategy: Sultan: Add 300' sidewalk for access control, 2 left turn lanes with acceleration lanes. Park Entrance: Add left turn lanes with acceleration lanes(EB) and right turn lanes with acceleration lanes(WB).			
2	25.00 to 27.00	HAC	Sultan/Startup Limits to Co. Rd. just east of Wallace River	\$2.67 to \$3.47
	Strategy: Startup: Add 300' sidewalk for access control at gas/convenience store (363rd Ave. SE). Rest Area Entrance/Exit: Add acceleration lane(WB). Roadway: Provide 8' shoulders(widen 4' approx. 3000'). Replace Wallace River bridge.			
2	30.00 to 32.00	HAC	Reiter Rd. to MP 32.00	\$8.57 to \$11.15
	Strategy: Roadway: Replace RR and Proctor Creek Bridges, Realign 0.5 miles of SR 2, provide 8' shoulders. Reiter Rd.: Lengthen right turn pocket 300' and add acceleration lane. Green Water Meadow Rd.: Increase turning radii.			
2	31.73 to 32.99	Risk	MP 31.73 to MP 32.99 (east of Gold Bar)	\$4.04 to \$5.05
	Strategy: Realign horizontal and vertical curves.			
2	33.45 to 34.08	Risk	Forest Service Rd. #62 vicinity (west of Anderson Creek)	\$1.22 to \$1.52
	Strategy: Widen shoulders and install guardrail.			
2	34.19 to 34.65	Risk	Anderson Creek vicinity	\$1.13 to \$1.41
	Strategy: Widen shoulders, replace bridge 2/39 and clear zone (remove rocks and trees).			
2	34.50 to 36.00	HAC	Mt. Index Rd. to RR under-crossing	\$8.36 to \$10.87
	Strategy: Realign vertical and horizontal curves, add right turn pocket, add acceleration lane, provide 8' shoulders, flatten slopes, move utility poles, and replace S. Fork Skykomish River and RR bridges.			
2	34.85 to 35.00	Risk	MP 34.85 to MP 35.00 (east of Anderson Creek)	\$0.30 to \$0.37
	Strategy: Realign horizontal and vertical curves.			
2	35.12 to 35.21	Risk	Mt. Index Rd. to S. Fork Skykomish River	\$0.10 to \$0.13
	Strategy: Left turn pocket at MP 35.16.			
2	35.36 to 36.16	Risk	Index-Galena Rd. vicinity	\$1.60 to \$2.00
	Strategy: Realign horizontal and vertical curves.			
2	36.34 to 37.54	Risk	MP 36.34 to MP 37.54 (between RR Bridges)	\$1.12 to \$1.41
	Strategy: Widen WB shoulders and add concrete barrier for 2000'.			

North Central Region 20 Yr. Safety Improvement Strategies

Route	Mileposts	Category	Vicinity Description	Est. Cost Range (\$ in Millions)
2	58.00 to 59.50	HAC	Tye River Bridge to Gun Mount	\$0.05 to \$1.00
	Strategy: <i>Improve Roadway, ITS signage solution High cost option.</i>			
2	59.76 to 61.08	Risk	Tunnel Creek Curve	\$0.33 to \$0.41
	Strategy: <i>Improve Roadside</i>			
2	62.50 to 65.50	HAC	Stevens Pass Vicinity	\$0.07 to \$2.00
	Strategy: <i>Improve Roadway, Ped. and parking improvements, ITS signage solution High cost option.</i>			
2	62.98 to 63.17		West of Stevens Pass	N/A
	Strategy: <i>No cost effective solution! Risk identified two curves < 955'. Work would involve significant rock excavation and environmental impacts.</i>			
2	74.04 to 74.53	Risk	West of Stevens Pass	\$2.50 to \$3.50
	Strategy: <i>Realignment</i>			
2	75.47 to 75.79	Risk	West of Stevens Pass	\$0.25 to \$0.31
	Strategy: <i>Improve Roadside</i>			
2	76.29 to 77.21	Risk	West of Stevens Pass	\$0.70 to \$0.88
	Strategy: <i>Improve Roadside</i>			
2	90.63 to 90.80	Risk	Tumwater Canyon Vicinity	\$0.05 to \$0.06
	Strategy: <i>Improve Roadside</i>			
	91.31 to 94.54	Risk	Tumwater Canyon Vicinity	\$0.53 to \$0.66
	Strategy: <i>Improve Roadside</i>			
2	95.98 to 96.34	Risk	Tumwater Canyon Vicinity	\$0.15 to \$0.19
	Strategy: <i>Improve Roadside</i>			
2	97.00 to 98.00	HAC	In Tumwater Canyon	\$0.05 to \$0.07
	Strategy: <i>Improve Roadway, Roadside improvements</i>			
2	100.00 to 106.50	HAC	Leavenworth to Dryden	\$1.60 to \$2.00
	Strategy: <i>Close West Stage Rd., TWLTLs, Interchange at Jct. SR 2/97, close Motel Rd., Slope flatten and Signals</i>			
2	100.15 to 100.38		SR 2/Chumstick I/S	N/A
	Strategy: <i>Completed 1996.</i>			
2	102.30 to 103.44	Risk	Prey's Flat to Simpson Rd.	\$0.17 to \$0.22
	Strategy: <i>Improve Roadside</i>			
2	104.37 to 105.07	At Grade	Jct. SR 2/SR 97 "Big Y"	\$20.00 to \$25.00
	Strategy: <i>Construct interchange</i>			
2	106.14 to 106.84	At Grade	Dryden Ave./Johnson Rd.	\$12.00 to \$15.00
	Strategy: <i>Construct interchange</i>			
2	109.78 to 110.48	At Grade	Goodwin Rd. - Cashmere	\$20.00 to \$25.00
	Strategy: <i>Construct interchange</i>			
	110.21 to 110.75	Risk	Cashmere Rock Cut	\$0.10 to \$0.13
	Strategy: <i>Improve Roadside</i>			
2	110.72 to 111.42	At Grade	Division St. - Cashmere	\$22.00 to \$27.50
	Strategy: <i>Construct interchange</i>			

Northwest Region

20 Yr. Economic Initiatives Strategies

State Route	Mileposts	Category	Vicinity Description	Est. Cost Range (\$ in Millions)
2	31.07 to 31.07	Restricted Bridge	Proctor Creek	\$0.71 to \$0.89
	Strategy: <i>If cost effective, overload restricted bridge to be replaced (Proctor Cr 2/37)</i>			
2	31.10 to 31.17	Bike - Shldr		\$0.04 to \$0.05
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	31.97 to 32.94	Bike - Shldr		\$0.34 to \$0.42
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	32.94 to 35.24	Bike - Shldr		\$0.80 to \$1.00
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	38.00 to 38.00	Safety Rest Area		N/
	Strategy: <i>Proposed new Safety Rest Area within vicinity of mileposts 21.93 to 60 (VZ-1-2-A1)</i>			
2	38.61 to 39.91	Bike - Shldr		\$0.36 to \$0.45
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	40.37 to 41.72	Bike - Shldr		\$0.47 to \$0.58
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	43.55 to 44.38	Bike - Shldr		\$0.29 to \$0.36
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	44.94 to 51.02	Bike - Shldr		\$2.11 to \$2.63
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	52.95 to 54.05	Bike - Shldr		\$0.51 to \$0.63
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
2	54.50 to 56.81	Bike - Shldr		\$1.04 to \$1.30
	Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>			
5	168.00 to 168.00	Restricted Bridge	Roanoke Street	\$2.37 to \$2.96
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (Roanoke St UC 5/569).</i>			
5	169.63 to 169.63	Restricted Bridge	NE 50th Street	\$3.10 to \$3.88
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (NE 50th St. UC 5/574).</i>			
5	226.72 to 226.72	Restricted Bridge	2nd Street	\$2.61 to \$3.26
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (2nd St UC 5/709).</i>			
5	254.26 to 254.26	Restricted Bridge	Alabama Street	\$1.50 to \$1.88
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (Alabama St UC 5/814).</i>			
5	254.47 to 254.47	Restricted Bridge	Milwaukee RR	\$0.80 to \$1.00
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (Milwaukee RR UC 5/816).</i>			
5	263.05 to 263.05	Restricted Bridge	Nooksak River	\$6.08 to \$7.60
	Strategy: <i>Replace bridge with less than 15'6" on Trunk System (Nooksak R 5/828E).</i>			
5	273.86 to 276.56	Border X'ing	Canadian Border at Blaine	\$13.38 to \$16.72
	Strategy: <i>Rebuild 4th St. I/C and South Blaine I/C, extend PACE lane south, rebuild shoulder.</i>			
9	37.73 to 43.70	All Weather Hwy	Skagit Co. Line to Lake Creek Bridge	\$2.65 to \$3.44
	Strategy: <i>20% Reconstruction & 80% Overlay</i>			
9	42.86 to 42.86	Restricted Bridge	Lake Creek	\$0.38 to \$0.47
	Strategy: <i>If cost effective, overload restricted bridge to be replaced (Lake Cr. 9/204)</i>			

Bicycle Touring Route Strategies Excluded from Constrained Plan

Statewide List

Region	State Route	Mileposts	Vicinity Description	Est. Cost Range (\$ in Millions)
Northwest	2	14.92 to 15.05		\$0.04 to \$0.05
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	2	22.25 to 22.43		\$0.05 to \$0.06
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	14.99 to 18.40		\$2.12 to \$2.49
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	18.93 to 19.28		\$0.22 to \$0.26
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	19.53 to 20.45		\$0.58 to \$0.68
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	31.50 to 31.72		\$0.14 to \$0.16
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	31.72 to 31.96		\$0.15 to \$0.18
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	32.08 to 32.15		\$0.04 to \$0.05
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	32.28 to 32.60		\$0.20 to \$0.24
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	32.69 to 32.80		\$0.07 to \$0.08
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	44.66 to 46.97		\$1.53 to \$1.80
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	59.44 to 59.49		\$0.00 to \$0.00
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	59.49 to 59.80		\$0.00 to \$0.00
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	59.84 to 60.21		\$0.00 to \$0.00
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	60.21 to 60.22		\$0.00 to \$0.00
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	60.45 to 60.49		\$0.00 to \$0.00
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	97.83 to 100.01		\$1.39 to \$1.63
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	100.17 to 102.81		\$1.76 to \$2.07
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	111.01 to 114.86		\$2.41 to \$2.83
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	
Northwest	20	119.82 to 120.33		\$0.32 to \$0.38
			Strategy: <i>Widen shoulder to 4' minimum for bicycle touring route</i>	

Heritage Corridors Strategies

Statewide List

Region	State Route	Mileposts	Vicinity Description	Est. Cost Range (\$ In Millions)
Northwest	2	15.00 to 104.70		N/A
			Strategy: <i>Stevens Pass Greenway (Cascade Loop); S&R CMP implementation and route improvements: Wood Creek to Monroe to SR 97 jct. at Peshastin</i>	
Northwest	9	29.50 to 98.20		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR530 jct. in Arlington to Canadian Border</i>	
Northwest	11	0.00 to 21.20		N/A
			Strategy: <i>S&R CMP implementation and route improvements: Jct. SR5 near Burlington to SR5 jct.</i>	
Northwest	20	0.00 to 12.60		N/A
			Strategy: <i>S&R CMP implementation and route improvements: Jct. with SR101 to Ferry Zone in Port Townsend</i>	
Northwest	20	12.90 to 204.10		N/A
			Strategy: <i>N. Cascades Scenic Byway (Cascade Loop) - S&R CMP implementation and route improvements: Keystone Ferry on Whidbey Island to SR153 jct. in Twisp</i>	
Northwest	202	0.00 to 30.50		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR522 jct. to SR90 jct. by North Bend</i>	
Northwest	525	8.50 to 30.50		N/A
			Strategy: <i>(Cascade Loop segment) - S&R CMP implementation and route improvements: Whidbey Is. Ferry booth to SR20 Jct. E. of Keystone Ferry</i>	
Northwest	542	0.00 to 57.30		N/A
			Strategy: <i>Mt. Baker Highway - S&R CMP implementation and route improvements: SR5 jct. to Austin Pass in Whatcom Co.</i>	
Northwest	547	0.00 to 10.80		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR542 jct. in Kendall to SR9 jct. by the Canadian Border</i>	
North Central	2	187.40 to 193.30		N/A
			Strategy: <i>Stevens Pass Greenway (Cascade Loop); S&R CMP implementation and route improvements: SR 17 Junction by Coulee City to SR155 Junction</i>	
North Central	17	7.43 to 144.29		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR395 jct. to SR 97 jct. near Brewster</i>	
North Central	20	133.30 to 436.90		N/A
			Strategy: <i>Sherman Pass Scenic Byway - S&R CMP implementation and route improvements: Jct. SR97 near Tonasket to SR2 jct. by Newport</i>	
North Central	97	199.80 to 239.60		N/A
			Strategy: <i>(Cascade Loop) - S&R CMP implementation and route improvements: Jct. SR2 by Monitor to SR 97 jct. 5 miles north of Chelan</i>	
North Central	153	0.00 to 30.10		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR97 jct. by Pateros to SR 20 jct. south of Twisp</i>	
North Central	155	0.00 to 80.50		N/A
			Strategy: <i>Grand Coulee Highway - S&R CMP implementation and route improvements: SR2 jct. by Coulee City to SR215 jct.</i>	
North Central	262	0.00 to 24.20		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR26 jct. to SR17 jct. between Moses Lake and Othello</i>	
North Central	971	0.00 to 15.00		N/A
			Strategy: <i>S&R CMP implementation and route improvements: Between ALT SR97 jct. and South Lakeshore Rd.</i>	
Olympic	3	0.00 to 60.00		N/A
			Strategy: <i>S&R CMP implementation and route improvements: SR101 jct. by Shelton to SR 104 jct. by Port Gamble</i>	

North Central Region

20 Yr. Environmental Retrofit Strategies

State Route	Mileposts	Category	Vicinity Description	Est. Cost Range (\$ in Millions)
2	87.10	Fish Passage	Skinney Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
2	87.80	Fish Passage	Skinney Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
2	88.10	Fish Passage	Skinney Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
2	115.10	Noise Abatement		\$1.07 to \$1.39
		<i>Strategy: Construct Noise Wall</i>		
2	115.20	Noise Abatement		\$2.67 to \$3.47
		<i>Strategy: Construct Noise Wall</i>		
2	119.10	Noise Abatement		\$0.60 to \$0.78
		<i>Strategy: Construct Noise Wall</i>		
2	120.60	Noise Abatement		\$0.18 to \$0.23
		<i>Strategy: Construct Noise Wall</i>		
17	52.19	Noise Abatement		\$0.53 to \$0.69
		<i>Strategy: Construct Noise Wall</i>		
17	52.80	Noise Abatement		\$0.49 to \$0.64
		<i>Strategy: Construct Noise Wall</i>		
17	53.20	Noise Abatement		\$0.14 to \$0.18
		<i>Strategy: Construct Noise Wall</i>		
17	55.70	Noise Abatement		\$0.53 to \$0.69
		<i>Strategy: Construct Noise Wall</i>		
17	56.90	Noise Abatement		\$0.53 to \$0.69
		<i>Strategy: Construct Noise Wall</i>		
17	57.10	Noise Abatement		\$1.93 to \$2.51
		<i>Strategy: Construct Noise Wall</i>		
17	58.30	Noise Abatement		\$0.67 to \$0.87
		<i>Strategy: Construct Noise Wall</i>		
20	181.30	Fish Passage	L. Boulder Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
20	308.80	Fish Passage	O'Brien Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
20	309.90	Fish Passage	O'Brien Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
20	310.10	Fish Passage	O'Brien Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
21	92.80	Fish Passage	Jack Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
21	97.60	Fish Passage	Lime Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		
21	120.20	Fish Passage	Empire Cr	N/A
		<i>Strategy: Improve highway drainage structure to eliminate restriction to fish passage at this location</i>		