SR 20

North Cascades Scenic Highway

Milepost 66.29 to Milepost 204.09

Corridor Management Plan

December 1999

Washington State
Department of Transportation

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ACKNOWLEDGEMENTS

The development of the North Cascades Corridor Management Plan (CMP) was guided by the citizen volunteers of the Citizen Action Committee (CAC). The CAC is composed of representatives from the six cities and towns - Sedro-Woolley, Lyman, Hamilton, Concrete, Winthrop and Twisp - and the three counties - Skagit, Whatcom and Okanogan - in the North Cascades Scenic Highway corridor. During 1997 and 1998, they gathered together every four to six weeks on a Sunday afternoon to work on the CMP. Their hard work and good humor during the development of this plan is appreciated. Our thanks go to each of the CAC members:

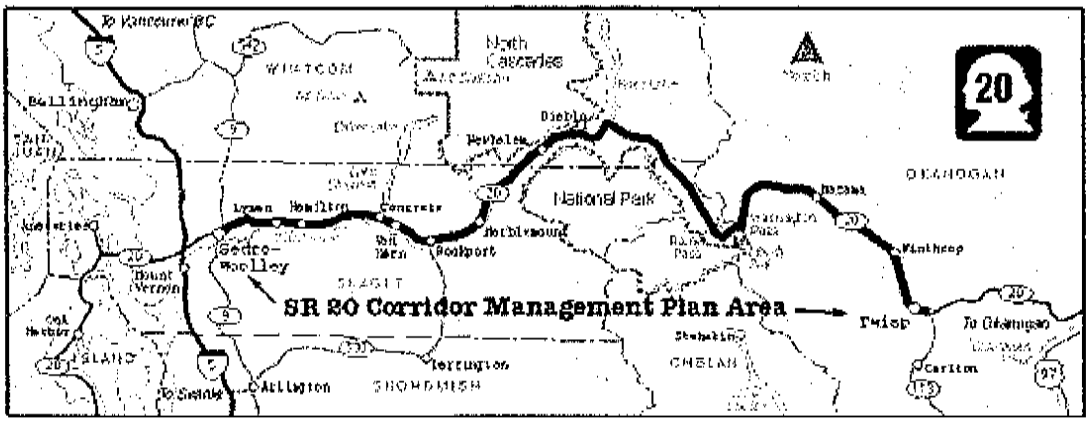
Kate Bowers
Eric Burr
Don Clark
Cheri Cook-Blodgett
Doug Devin
Jim Futrelle
David Hodgin
James Meyer
Ibrahim Mohamed
William Newby
Russ Paul
Don Ross, Sr.
Randy Sackett
Kreg Sloan
Cindy Stewart-Bjorklund
Karol Stiegman
George Turner
Jim Unsell

We would also like to extend a thank you to each of the North Cascades Scenic Highway Mayors and County Commissioners; the Technical Advisory Committee, consisting of representatives from corridor jurisdictions, agencies, tribes, and community organizations; utilities; chambers of commerce and other tourism organizations; businesses and business organizations; commercial, timber, agricultural and industrial companies; citizen groups; historical, cultural, environmental and recreational organizations; community organizations, institutes and foundations; and the individuals and members of the public who have participated in the development of this plan.

INTRODUCTION

INTRODUCTION

The North Cascades is a rugged, wild, and beautiful landscape that has often been referred to as "The Alps of America". In recognition of this spectacular landscape, the Washington State Legislature designated State Route (SR) 20, between Sedro-Woolley and the junction of SR 20 and SR 153 near Twisp, as a State Scenic Highway in 1967. The *North Cascades Scenic Highway Corridor Management Plan* focuses on this 138-mile corridor. The western entrance to the North Cascades Scenic Highway starts at the eastern city limits of Sedro-Woolley. The highway travels eastward through the pastoral Upper Skagit Valley, offering views of the Wild and Scenic Skagit River. The scenic highway then traverses a spectacular glacial mountain landscape, offering panoramic views of the North Cascades National Park and Okanogan National Forest. The highway then descends into the beautiful Methow Valley to the junction at SR 153.



Construction of a road through the North Cascades started in 1893. The rugged landscape, funding, and other factors intervened and delayed completion of the road until 79 years later. In 1972, the last segment of the highway between Marblemount and Winthrop was completed. The new highway allowed access to the newly established North Cascades National Park through what has been called North America's most rugged 58 miles.

The avalanche danger in this rugged portion of the highway, within National Park and Forest lands, limits seasonal opening of the scenic highway to approximately six months each year, depending on snow conditions. The west portion of the highway in the Upper Skagit Valley and the east portion in the Methow Valley remain open year round and provide commuter access to area communities as well as access to recreational attractions.

Background

The Washington State Department of Transportation (WSDOT) initiated the planning effort for the *North Cascades Scenic Highway Corridor Management Plan* (CMP) in response to the need to have a plan that addresses tourism while enhancing the scenic highway resources. WSDOT conducted public involvement activities, which included three series of workshops and open houses, citizen committee meetings, a quarterly newsletter, and a toll-free number, to seek citizen volunteers to contribute their knowledge and concerns during the development of the plan and to provide a forum for the public to give input on the CMP.

A Citizen Action Committee (CAC), composed of citizen volunteers selected by local mayors and county commissioners, was formed to guide development of the plan. The CAC meetings were open to the public to provide another avenue for public input. A Technical Advisory Committee (TAC), composed of representatives from local jurisdictions, counties, tribes, corridor agencies and organizations, was formed to provide technical support to the CAC and to ensure CAC proposals were fiscally viable and in compliance with regulations.

The *North Cascades Scenic Highway Corridor Management Plan* (CMP) was developed to assist corridor communities, agencies and interest groups involved with the scenic highway by forming partnerships and strategies to address tourism and resource management issues. The plan recognizes that although State Route 20 is a designated State Scenic Highway, it is also a working corridor and commuter route. State Route 20, within the Okanogan National Forest, is also a designated National Scenic Highway as defined by the USFS. The CMP is not regulatory - it does not propose adding or changing regulations or to seek designation as a National Scenic Highway from the Federal Highway Administration. The CMP goals, objectives and strategies were developed to strengthen partnerships by complementing existing management plans and being in compliance with existing regulations.

This is a plan that provides opportunities for corridor groups to work together to enhance and improve the scenic, recreational, historical, cultural, interpretative, tourism, marketing, signing and transportation resources along the North Cascades Scenic Highway. The planning done today is intended to address the needs of future generations of the scenic highway communities while also offering a warm welcome to tomorrow's visitors.

Corridor Management Plan

A Corridor Management Plan (CMP) is a community-based plan that has strategies to address tourism issues and how to use, enhance, conserve and manage the unique or intrinsic qualities associated with a scenic highway. The CMP is composed of fourteen sections as defined by the Federal Highway Administration.

Four sections address the intrinsic qualities and interpretation:

- Intrinsic Qualities Inventory and Assessment
- Intrinsic Qualities Map
- Interpretation Inventory and Assessment
- Intrinsic Qualities and Interpretation Strategy Plan

Five sections address visitor needs and expectations and marketing, which includes the inventory and strategies for:

- Tourism Development
- Visitor Experience
- Marketing and Promotion
- Signing
- Outdoor Advertising Compliance

Three sections cover the scenic highway's physical description and transportation strategies:

- General Review of the Road
- Highway Design and Maintenance Standards
- Transportation and Commerce Strategy Plan

The last two sections address people's involvement and responsibility during implementation of the Corridor Management Plan:

- CMP Implementation Organization/Responsibility Schedule
- Public Participation Plan

CMP Inventory Process

The inventory focused on intrinsic qualities, tourism and transportation resources within five miles of the highway since most tourism activities occur within that area. There are some resources in state or national lands, such as Rasar State Park, that are outside the five-mile area. Many of the corridor resources had already been inventoried by area jurisdictions, governmental agencies and other organizations in the corridor. The existing inventory was supplemented by participating area jurisdictions, tribes, agencies, utility companies, chambers of commerce, private organizations, and individuals. Open houses were held to get additional public input on the inventory of corridor resources.

Attendees at the Concrete Open House view displays and discuss the CMP with CAC members and WSDOT staff

The inventory of corridor resources are listed in following chapters: Intrinsic Qualities Inventory and Assessment; Interpretation Inventory and Assessment; Tourism, Visitor Experience and Marketing Inventory; and General Review of the Roadway. The inventory of existing regulations and management plans that influence management of the corridor resources is in Appendix A. Appendix B provides the inventory of land use within the corridor which influence the CMP goals, objectives and strategies.

CMP Goals, Objectives and Strategies

The CMP goals and objectives are long-term plans (20 years), while strategies are meant to be implemented within a short-term planning horizon of five years, and will be updated as necessary in order to keep meeting the goals and objectives. The strategies focus on maintaining and enhancing existing resources and programs, followed by implementation of strategies that are already proposed by corridor agencies. The strategies related to the resources that are the most closely associated with the highway are considered to be the first priorities for implementation. The strategies also include seeking funding for all the CMP proposals. The strategies are listed in the following chapters: Intrinsic Quality and Interpretation Strategy Plan; Tourism, Visitor Experience and Marketing Strategy Plan; Signing Strategy Plan; and Transportation and Commerce Strategy Plan.

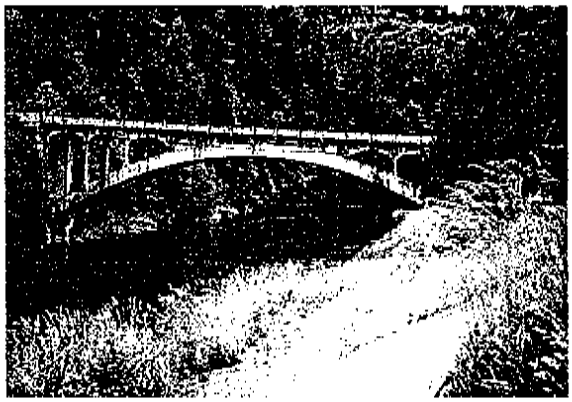
CHAPTER 1

INTRINSIC QUALITIES INVENTORY AND ASSESSMENT AND MAP

INTRINSIC QUALITIES INVENTORY AND ASSESSMENT

Intrinsic Qualities

The features, places and activities that make a scenic highway unique are called intrinsic qualities. The six intrinsic qualities associated with scenic highways are scenic, natural, recreational, historical, cultural and archaeological. The Federal Highway Administration defines each quality as follows:



The Historic Henry Thompson Bridge in Concrete

1. Scenic – pleasing, distinctive and memorable views from the roadway or from sites accessed from the road;
2. Natural – natural feature such as river or rock features that have minimal human disturbance;
3. Recreational – activities that are usually outdoor such as hiking, bicycling, rafting, camping, fishing, hunting, horseback riding, skiing or snowmobiling;
4. Historical – legacy of the past that still can be seen such as buildings or burial sites;
5. Cultural – expressions of community life such as festivals, museums, or traditional rituals;
6. Archaeological – artifacts, ruins, or historic trade routes of extinct human groups.

Inventory

Numerous agencies, organizations and individuals participated in the inventory of intrinsic qualities resources. The inventory was based what resources the participants valued and felt contributed to the identity of the North Cascades Scenic Highway corridor. Most of the listed resources are within five miles of the highway with some of the resources located in the greater North Cascades area at remote locations.

The intrinsic qualities inventory focused on scenic, recreational, historical and cultural resources. Natural features, such as rivers or the glacial mountain landscape of the North Cascades, are a significant component of the scenic resources and are included in the scenic resources inventory. Although archaeological resources were not focused on during the inventory, some archaeological resources are included within the historical resources inventory. Many resources are valued under multiple categories. The resource is listed once and noted for its consideration for other categories by (S) for scenic, (R) for recreational, (H) for historical and (C) for cultural.

Assessment

Assessment of the resources is based on how well the resource is known as a tourism attraction. Most of the resources within the corridor primarily draw tourists from local communities or other areas in the state or region. A few of the resources are known nationally and are noted in the following lists with **(N)** for national. The local and state/regional resources have not been noted since their tourist base is so closely related.

Intrinsic Quality Inventory List and Map

The intrinsic qualities resources are listed in the following sections by location from west to east and are divided into the three landscape units of Upper Skagit Valley (milepost 66 to milepost 107), National Forest and Park Service Lands (milepost 107 to milepost 168), and Methow Valley (milepost 168 to milepost 204). The Intrinsic Qualities Map shows the three landscape units and is located before the list of resources. The resources overlap between the three landscape units with some features that are located within National Forest and Park Service Lands being listed in the other two units. The National Forest and Park Service Lands unit also includes Seattle City Light resources.

Some intrinsic quality resources were valued corridor or area wide. These include:

Scenic

- Views of the mountain landscape, rivers, rural communities and rural activities
- Positive influence on scenic quality from the absence of national chain developments and strip malls that do not reflect the local character
- Positive influence on scenic quality from clustering of retail development
- Positive influence on scenic quality from the absence of traffic congestion / logging trucks
- Positive influence on scenic quality from the absence of dead wildlife on roadway
- Positive influence on scenic quality from the absence of development, billboards, signing, and lighting that is not compatible with rural and scenic landscapes

Recreational

- Access to county, state and federal lands, trails and rivers for sightseeing, hunting, fishing, walking, hiking, jogging, photography, bicycling, horseback riding, skiing, snowmobiling, snow sledding, camping, climbing, boating, canoeing, rafting, kayaking and other recreational activities
- Agricultural harvest activities including "u-pick", berry or mushroom picking
- Birding and wildlife viewing
- Driving the highway, including motorcycle groups, bus tours and car clubs
- Extensive trail system throughout the entire corridor
- Numerous annual events, including bike tours, river processional organized bus tours, and river float trips
- Pack services/guides/outfitters
- Peaceful and tranquil setting
- Traditional community events and activities such as festivals, baseball tournaments, concerts or other activities
- Wilderness exploration

Historical

- Archeology of the Upper Skagit's Native peoples
- Archeology of European-Americans
- Archeological sites in state and local parks
- Fall and spring cattle drives up and down SR 20
- History of the construction of Highway 20
- History of rivers as historic access routes to the North Cascades
- History of trails in area that are historic transport routes
- History of logging including present day logging, logging-related railroads and timber harvesting

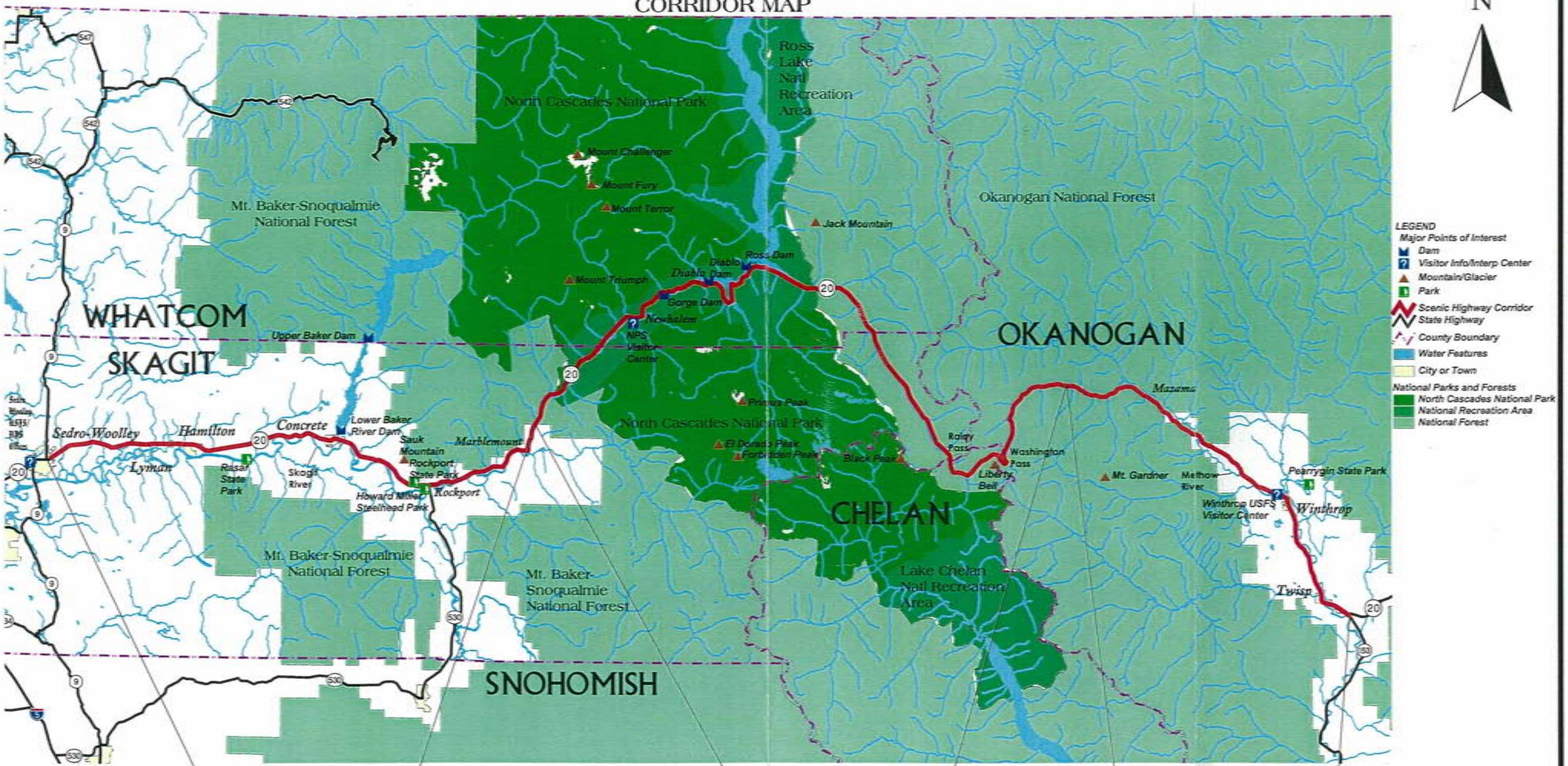
- History of mining and mining sites - Several mines in the area are important resources that should be conserved but not promoted
- History and individualities of each town or village and the different things each offer and value
- History of mountaineering, skiing and other recreational activities
- Old graveyards and other burial sites
- Wilderness designation of areas adjacent to the scenic highway

Cultural

- The development of the North Cascades communities and community culture is influenced by resource extraction industries such as mining, dam construction or timber.
- The area's native herbs, berries and plants are considered culturally significant.
- Traditional activities that are valued include fishing, hunting, wood gathering, logging, farming, food preservation, gardening, wildcrafting, livestock and butchering.
- Cultural significance of archeological sites

SR 20 - North Cascades Scenic Highway

CORRIDOR MAP



Intrinsic quality resources in this section are listed in the Upper Skagit Valley landscape unit, Pages 1-5 to 1-8.

Intrinsic quality resources in this section are listed in the National Forest and Parks Service Lands landscape unit, Pages 1-9 to 1-12.

Intrinsic quality resources in this section are listed in the Methow Valley landscape unit, Pages 1-13 to 1-16

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INTRINSIC QUALITIES INVENTORY AND ASSESSMENT
Upper Skagit Valley

The resources listed below are listed once and noted for consideration for other categories by (S) for scenic, (R) for recreational, (H) for historical, (C) for cultural, and (N) for nationally known tourist attraction.

Scenic

- Farms, meadows and pasturelands between Sedro-Woolley and Hamilton
- Wild and Scenic Skagit River - views to the river from SR 20 near Concrete through Upper Skagit Valley; views of mountains, glaciers, and river from the river (N)
  - (R) - Public access along the river for fishing and rafting

- Eagles - Third largest wintering eagle population in lower 48 states; the population is concentrated on the river and surrounding hillsides between Marblemount and Howard Miller Steelhead Park (N)
  - (R) - Eagle Sanctuary/viewing areas on Skagit River (Rockport) and Eagle Interpretive Center (seasonal facility in Rockport)
  - (C) - Upper Skagit Bald Eagle Festival, started in 1987, is based on the annual return of the wintering bald eagle population to the Upper Skagit Valley. The communities of Concrete, Rockport and Marblemount participate in the festival.
- Lands set aside for wildlife habitat owned by Seattle City Light, Washington State Department of Natural Resources, U.S. Forest Service, and The Nature Conservancy

Recreational

- Cascade Trail/Skagit River Railroad Corridor - [The Citizen Action Committee voted not to discuss this further until the legal issues are resolved]
- Proposed Bower Wilderness Educational Retreat
- Les Hilde Trailhead, just north of Hamilton
- Back Country Horsemen trailhead
- Rasar State Park
  - Hiking/trail system
  - Fishing
  - (S) - Second growth forest, agricultural field, Skagit River/flood plain
- Grandy Lake campground
- Ann Wolford County Park (undeveloped)

- Concrete area:
  - Concrete Municipal Airport

- Puget Sound Energy Visitor Center and fish weir
  - (H) - Puget Sound Energy facility at Concrete including the historic Washington Portland Cement Company silos and office
- Wildlife viewing - Elk herds in Concrete area
- Boat launch facility at confluence of Baker and Skagit Rivers
- Baker Lake and Lake Shannon access roads
- Silo Park (under development)
  - (H) - includes cement plant office, silos, at the Silo Park property, and Safety Statue
- Playground Park
- Garden Club Park
- Bald eagle and osprey watching (S)
- South Skagit Highway - Access to sno-park, Sauk and Skagit River access points, Sauk River Park, USFS Finney/Cumberland area

- Rockport area:
  - Rockport State Park
    - (S) - Old growth forest
    - Sauk Mountain Trailhead
      - (S) - View of mountain from eastbound SR 20 west of Rockport State Park
  - Howard Miller Steelhead County Park
    - Camping and boat launch
    - (S) - Views of mountains, glaciers, and river from the park
    - (H) - Historic displays, dugout canoes, site of the last of the Skagit ferries, old railroad grade, Porter Cabin
  - Access to Sauk/Suiattle Wild and Scenic Rivers via SR 530
- Marblemount area:
  - Bullerville Village/Skagit River Resort
    - (S) (H) - "Old Mill Village" including Wildwood Chapel
    - (C) - Display at the Eatery
  - Cow Heaven trail
  - Marblemount Fish Hatchery (Dept. of Fish and Wildlife)
  - NPS Back Country Information Center
  - Cascades Road - Access to trails and National Park (S)
  - Pressentin Park (site to be developed) (H)
  - Bacon Creek USFS site
  - Boat access site at Marblemount
    - Fish and Wildlife public site
    - Skagit County gated launch for commercial rafts

Historical

- Sedro-Woolley area:
  - Floods of 1948 and 1972
  - Big Fire of 1924
  - Sedro-Woolley Founder's Day
  - Sedro-Woolley Museum and historical downtown
  - Signing of Sedro and Woolley December 19, 1898 by Mr. Cook and Mr. Woolley
  - Tosco the Elephant's rampage in Sedro-Woolley
  - Mission-style buildings of the former Northern State Hospital grounds
- Town of Lyman

- Town of Hamilton (S)
  - Crown Pacific logging equipment display
- Slipper House [National Historic Register]
- Rural Village of Birdsview
- Rural Village of Grassmere
- Concrete area:
  - Skagit River Railroad: engine and passenger car
  - Concrete City Hall and library
  - Concrete Senior Center -Historic photo display of transportation in the Upper Skagit (C)
  - Concrete's Main Street which contains cement buildings from the 1920's (S)
  - Old School buildings in Concrete
  - Old Concrete Ferry site
  - Robertson Farm
- Historic Register Sites
  - Backus-Marblemount Ranger Station Houses No. 1009 and 1010
  - Henry Thompson Bridge (S)
  - Concrete Theater
  - Lower Baker River Hydroelectric Power Plant
  - U.S.G.S. Stream Gauging Station and Cable Car
  - Cambridge House
- Baker River dams
- Rural Villages of Van Horn and Sauk City
- Faber Ferry - 1954 site
- Rockport area:
  - Sauk Mountain Lookout (site)
  - Rockport Ferry site - Car ferry across the Skagit (River) 1910's-1960's
  - St. Martin / St. Francis Church - A historic railroad station (S)
  - Ferry Bar Bridge
- Marblemount area:
  - Buildings at NPS Ranger Station Compound
  - O'Brien's Ferry - vehicle ferry across the Skagit River (1910's-1950's)
  - Log House Inn
  - Marblemount Bridge
  - Marblemount Ferry site - People & livestock (no vehicles) across Skagit River from the 1880's to the1920's
  - Trolley car in Marblemount
  - Barrett House
- Cascade River Road lookout sites
  - Lookout Mountain
  - Hidden Lakes Lookout

Cultural

- Sedro-Woolley:
  - Tarheel Southwest Bluegrass Festival at Cascade Middle School (Tarheels Highland Festival) - celebrates the area's North Carolinian heritage
  - Woodfest - held in April, features woodcrafts (H)

- Loggerodeo - held on the 4th of July weekend, features a rodeo, bluegrass festival, and forestry-related activities (H)
- Founders' Day - held on the second weekend of September, dedicates the weekend to one specific founding family (H)

- Hamilton and vicinity:
  - Home of Mollie Dowdle
  - Slipper House Museum
- Concrete and vicinity:
  - Concrete Christmas Parade
  - Concrete 4th of July Fireworks
  - The Concrete area has a number of unique local arts and specially products. Among these are woodcrafts, chainsaw and talc carvings, wildcrafting, quilting, pottery, local storytelling traditions, and salmon smoking.
  - Good Olde Days - A logging festival held on the third weekend in August, this festival is a continuation of 'Cascade Days' started in 1935 with a parade and logging show
  - Concrete Airport's Annual Fly-in - Features vintage, military, and ultralight aircraft on the 3rd weekend in May
  - Concrete Saturday Market - May through Labor Day farmer's market featuring local produce and handmade products
  - Sockeye Express - History tours of Concrete
  - Camp 7 Museum (Herb Larson's Museum) - Related to the history of the area
    - (H) - Display of historic logging equipment
  - Skagit River Railroad - The remaining engine, train car, tracks, and building in Concrete
  - North Cascade Inn's antique display
- Rockport and vicinity:
  - Cascadian Farm / Old Johnson Farm - Represents the agricultural element of community
- Marblemount:
  - Salmon BBQ - Held the first Sunday in August in Marblemount
  - Flea Market - Held on Labor Day weekend
  - 1st Saturday in December with Christmas Lighting and Santa Claus
  - Buildings of downtown Marblemount
  - Marblemount Community Club Building

INTRINSIC QUALITIES INVENTORY AND ASSESSMENT
National Forest and Park Service Lands

The resources listed below are listed once and noted for consideration for other categories by (S) for scenic, (R) for recreational, (H) for historical, (C) for cultural, and **(N)** for nationally known tourist attraction.

Scenic

- Views from SR 20, high mountain trail system and forest access roads of the North Cascades mountain and forest landscape. Newhalem to Mazama is considered the primary scenic area. **(N)**
  - Liberty Bell and Early Winter Spires
  - Washington Pass - Views of mountain and forest landscape from SR 20 and rest area / overlook at pass
    - (R) - Cross-country ski access
  - Rainy Pass
  - El Dorado and Inspiration Glaciers
  - Cascade Road viewpoints
  - Maple Pass
  - Lone Fir
  - Whistler Basins
  - Black Peak

Visitors from flatter environs are often bowled over by the views in our backyard!
Photo by John Hanron courtesy of the Methow Valley News

Recreational

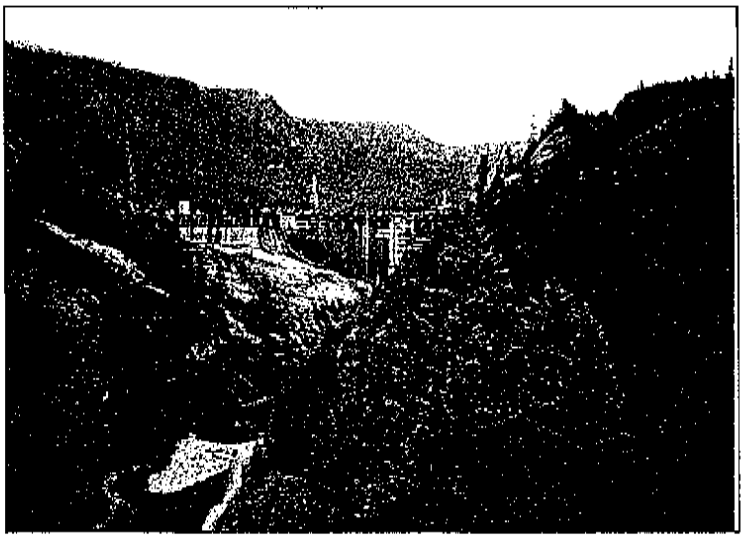
- North Cascades National Park - 505,000 acres, 97% roadless wilderness **(N)**
- Ross Lake National Recreation Area - 117,000 acres, 3 developed campgrounds **(N)**
- US Forest Service: 620,220 acres, including the Pasayten Wilderness area and part of the Lake Chelan-Sawtooth Wilderness area, 39 developed campgrounds and 36 trailheads **(N)**
- Abandoned trails and logging roads
- Goodell and Newhalem Creek campgrounds
- Goodell Creek Boat Launch
- Sky Creek/Thornton Lakes area
  - (H) - Road to area

- Newhalem area:
  - National Parks Service Visitor Center

    - (S) - Views of Pickett Range
  - Newhalem Visitor Center
  - Newhalem Rock Shelter
    - (H) - Archaeological site
  - Trail of the Cedars (S)
  - Newhalem Self-Guided Walking Tour - The City of Seattle provides a brochure to assist patrons in making a walking tour of the historic "company town" Newhalem
  - Ladder Creek Gardens (S)
  - Ladder Creek Falls Trail - Near Gorge powerhouse (S)
- Newhalem/Diablo Picnic Facilities - Open to public at both Newhalem and Diablo sites
- Gorge Falls (S)
- Gorge Campground
  - Boat Launch
- Gorge Overlook Trail
- Diablo Dam and Diablo Lake (N) (S)
- Environmental Learning Center at Diablo Lake (under development)
- Skagit Tours - City-operated tours of the Ross and Diablo Hydro facilities including a tour via boat (N)
- Ross Lake Resort
- Ross Dam Trailhead [a.k.a. Happy Flats Trailhead] (S)
- Ross Lake Trails
- Hozomeen Boat Ramp - On Ross Lake
- Desolation/Hozomeen Trail
- Thunder Knob Trail
- Diablo/Gorge Lake handicapped-accessible fishing site
- Colonial Creek campgrounds
  - Boat Launch
- Blue Lake, Cutthroat Lake, Rainy Lake, Maple Pass and Pacific Crest National Trail are outstanding (N)
- Ruby Creek/East Bank/Panther Creek Trail
- Cascade Pass area (H)
- Cross-country access to back country - multiple access points along SR 20
- Rainy Lake Trail (S)
- Washington Pass Summit House visitor/interpretive center (under development)
- Accessible trails at Lone Fir, Washington Pass and Rainy Lake (S)
- Maple Pass Loop Trail (S)
- Groomed snowmobile trails from Early Winters to Cutthroat Creek (N)

Historical

- Newhalem - Rural village/Main Street/landscaping (C)
- Historic Register sites - Newhalem Area (S) (C)
  - Commissary
  - Garages #1-22
  - Gorge Hydroelectric Power Plant (Powerhouse)
  - Gorge Inn
  - Gorge Railroad Bridge
  - Gravity Oil Tank House
  - Ladder Creek Falls Trail and Gardens
  - New Cook's Bunkhouse
  - Old Number Six Locomotive
  - Ross Crypt
  - Schoolteacher's House
  - Silk Stocking Row Houses
  - The Hotel (Bunkhouse #23)
  - Tourist Dormitory (Bunkhouse #70)
- Gorge Dam
- Davis Powerhouse
- Diablo Townsite
  - (C) - Museum at Diablo
- Historic Register sites - Diablo Area (C)
  - Diablo Dam (N) (S)
  - Hollywood House #2 (BLDG H-6)
  - Diablo Hydroelectric Power Plant
  - Diablo Incline Lift and Powerhouse
  - Diablo Incline Waiting Station
  - Diablo Water Tower
- Ross Dam (N) (S)
- Historic Cattle Trail
- Historic Register sites - Wilderness Areas
  - Beaver Pass Shelter
  - Copper Mountain Fire Lookout
  - Deer Lick Cabin
  - Desolation Peak Lookout
  - Devil's Corner Cliff Walk
  - Fish and Wildlife-Hozomeen Cabin
  - Gilbert's Cabin
  - Hidden Lake Peak Lookout
  - Park Butte Lookout
  - Perry Creek Shelter
  - Rock Cabin
  - Sourdough Mountain Lookout



The history of hydroelectric power and recreational opportunities on Diablo Dam and Lake attract tourists from across the nation

  - Swamp-Meadow Cabin East
  - International Boundary U.S./Canada
- Historic transportation routes
  - Ross Lake to Early Winters area
  - Prehistoric trails and stream crossing points
- Old Horse Barn - USFS
- Beebe Cabin
- Canyon Creek area
- Old barns, mining claims
- Happy Creek Sawmill site near Happy Flats
- Old cabin at Bridge Creek near Lake Ann
- Cabin near Granite Creek
- George Holmes' Cabin on Ruby Creek
- Rainbow Talc Mine on Damnation Creek
- Collapsed log cabin at White Place
- Slate Peak WWII Lookout
- Alder Mine Mill Site
- Rim of Devil's Elbow Bridge along Puncheon Road
- Barron/Azurite/Chancellor mining complex
- Harts Pass Road

Cultural

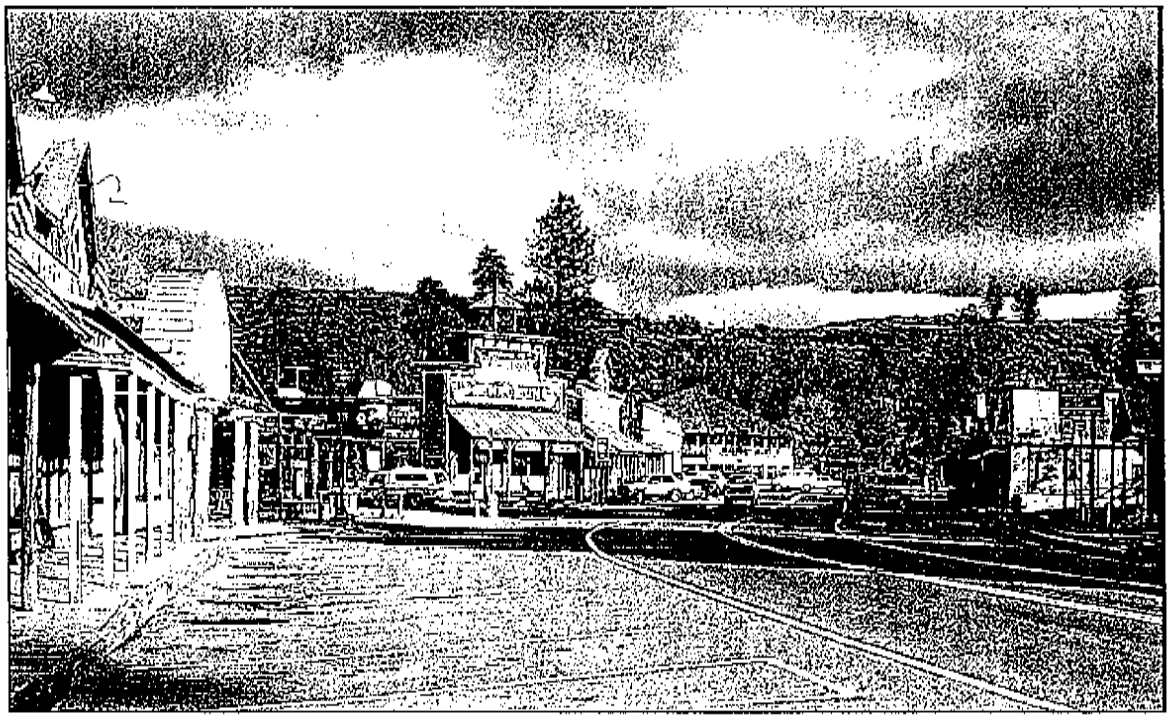
- Hozomeen
- Mt. Baker-Snoqualmie National Forest:
  - Cultural significance of archeological sites
  - Culturally significant mining and logging sites
  - Culturally significant prehistoric trails and stream crossing points
- Okanogan and Mt Baker-Snoqualmie National Forests:
  - Sites once used as a Native American summer camp
  - Site traditionally used as a food-collection and fish-drying spot for Native Americans

INTRINSIC QUALITIES INVENTORY AND ASSESSMENT
Methow Valley

The resources listed below are listed once and noted for consideration for other categories by (S) for scenic, (R) for recreational, (H) for historical, (C) for cultural, and (N) for nationally known tourist attraction.

Scenic

- Goat Wall overlook
- Methow River and Valley - View of the river, forested hillsides, mountain / high country backdrop from SR 20 between Mazama and Twisp / SR 153; View on river between Mazama and Weeman Bridge
- Western theme of buildings and built elements in Winthrop



Visitors can enjoy boardwalks and buildings with a western theme in Winthrop

- Views of wildlife between Mazama and Twisp
- Views of rural open space, fields, and range; pastoral setting of valley; meadow areas with ranching; and cows and open range between Mazama and Twisp

Recreational

- Skiing - Nordic and Alpine
- Methow Valley Sports Trail Association's trail system - 42 km (26 miles) of ski and bicycle trails, still under construction (S) (C)
- Access points/"trailheads" to Methow and Twisp Rivers
- Acquisition projects with the Big Valley Wildlife Area and the Department of Fish and Wildlife

- Arrowleaf Development - A year-round "destination" resort community located in the Methow Valley
- Arrowleaf Golf Course (planned)
- Arrowleaf Development's conservation program
- Wilson Ranch roads and heliport
- Big Valley Ranch Trails, currently under construction, are accessible trails for biking, hiking and horseback riding
- Accessible nature trail (2 miles/3 km) on Big Valley Ranch
- Environmental Learning Center (proposed at Early Winters)
- Non-motorized activities. The valley trail system is seeing markedly increased use year by year, during all four seasons
- Rafting Methow River between Winthrop and Twisp
- Rafting Chewuch River
- Methow River upper valley between Mazama and Weeman Bridge
- Network of Sno-Parks and over 600 km of associated snowmobile trails
- Pearrygin State Park is 578 acres with 113 accessible camping sites (26 standard, 57 fully developed, 27 with sewer, and 3 primitive), boating facility, kitchen shelter, and floats
- "Fun Rock" in Mazama
- Methow Valley Community Trail, which runs the length of the valley from Winthrop to Mazama
- Winthrop Trail, connecting to the Sun Mountain trail system and the Methow Valley Community Trail (used for hiking, biking, horseback riding, and cross-country skiing)
- Pasayten and Sawtooth access
- Goat Creek and Lost River county roads
- Wolf Creek county road
- Rendezvous Wildlife Area (3180 acres)
- Winthrop area:
  - Methow Valley Visitor Information Center
  - Winthrop: 1 multi-use city park
- Smoke-jumper base (Winthrop/Twisp vicinity)
- Methow Wildlife Area (14,500 acres)
- Big Buck Wildlife Area (5600 acres)
- Twisp area:
  - Methow Valley Community Center
  - Twisp Riverfront Park
  - Twisp Commons
  - One 6-acre park, plus numerous sites proposed as either parks or open space
  - Chewuch
- Golden Doe Wildlife Area (1390 acres)
- Loup Loup Ski Bowl

Historical

- Early Winters legal saga at Sandy Butte
- Historic cattle and sheep driving route - Sandy Butte to Driveway Butte
- Historic Register sites (N)
  - Early Winters Ranger Station Work Center
  - Guy Waring Cabin (The Castle)
  - Shafer Museum (formerly Guy Waring's Log Home)
- Mazama area:
  - Old Mazama schoolhouse/community club
  - Arrowleaf historic homesteads
  - Jack Wilson's 1940's era Early Winters Cabins
- Pictograph site near Weeman Bridge
- Old Wagner Mill Site
- Winthrop area:
  - Winthrop Palace (formerly Winthrop Hotel)
  - Winthrop Town Hall / Community Building (formerly Guy Waring's Duck Brand Saloon)
  - Last Trading Post (formerly Waring's Methow Trading Post)
  - Stagecoach Gallery (formerly Stage Coach Stop)
  - Building on north side of Stagecoach Gallery (formerly used for Winthrop's first newspaper "The Methow Eagle")
  - Farmers State Bank
- Twisp area:
  - Red Shirt Mill Site
  - Old Mercantile Building
  - Old Creamery building
  - Methow Valley Community Center/Old Twisp High School 1912.
  - Methow Valley Inn
  - Smokejumpers Base near Twisp
  - Townsite of Silver

Cultural

- The legal issues surrounding the proposed development at Early Winters had an impact on the cultural development ("skiing culture") of the area.
- Mazama and vicinity:
  - Classical Music Festival
- Winthrop and vicinity:
  - 49er Celebration / WOGA Rendezvous / Chili Cookoff - held on Mother's Day weekend
  - Rhythm and Blues Festival
  - Country Music Festival
  - Old Time Fiddlers Event
  - Ski Race of the Methow
  - Ski Biathlon
  - Cross Country Ski Races (December to February)
  - Snowmobiling events (Bucket Runs, Fun Rides)
  - Methow Valley Hot Air Balloon Festival
  - Arts Alliance Performance at the Barn
  - Winthrop Rodeo Days

- Methow Arts Festival
- Methow Music Festival
- Winthrop Antique Auto Rally
- Shafer Museum Victorian Tea
- Methow Conservancy Lecture Series
- Garden Tours and Events
- Winthrop Frontier Village
- Shafer Museum
- Traditional Native American gathering place
- Winthrop Public Library
- Little Star Montessori School

- Twisp:
  - 'The Freeze Yer Buns Run 10K Foot Race' held in January (R)
  - Show and Shine Car Show in June (R)
  - Concerts in the Park (R)
  - Farmer's Market - Held on Saturdays from mid-April to mid-October (R)
  - 4th of July Family Olympics and Arts in the Park
  - Cultural significance of Twisp as mining-era town
  - Confluence Art Gallery (Edith Nelson Gallery)
  - Twisp's Community Center
  - Mercantile Playhouse

CHAPTER 2

INTERPRETATION INVENTORY AND ASSESSMENT

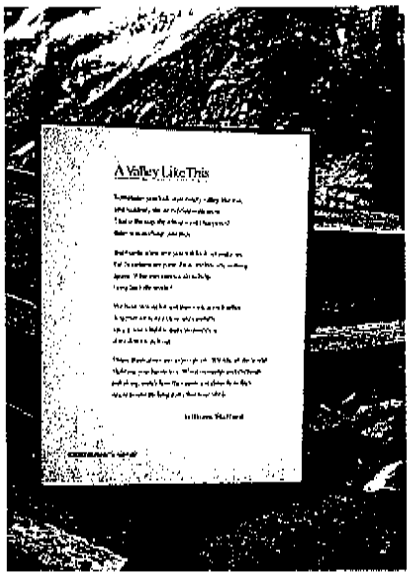
INTERPRETATION INVENTORY AND ASSESSMENT

Existing interpretation of the intrinsic qualities along the North Cascades Scenic Highway focuses on natural resources and local history. Community members have expressed the desire to develop interpretation that celebrates the traditional lifestyles of the corridor. The role of transportation and history of the construction of the North Cascades Scenic Highway is another area that needs interpretation. Current interpretation includes visitor centers, film, auto tour tape, guided walks and tours, signs, kiosks, informational materials, publications, and educational programs.

Interpretative facilities and programs in the corridor include:

- North Cascades Visitor Center / film presentation
- USFS wayside kiosks Mt. Baker-Snoqualmie Forest
- National Forest Eagle Watcher and Watershed Education projects
- Wild and Scenic Skagit River Interpretation Plan (under development)
- NPS wayside kiosks at Gorge, Diablo, and Ross Lakes
- NPS wayside kiosks Colonial Campground, Rock Shelter Trail, Happy Flats
- NPS summer interpretive programs
- USFS auto tour tape
- North Cascades Institute programs
- Early Winters Visitor Center (currently not open)
- Crown Pacific 6th Grade outreach program
- Respect the River Program
- Colonial Creek Campground and Newhalem Campground interpretive displays and summer interpretive ranger programs
- Concrete Saturday Market interpretive materials and information kiosk
- Concrete's Sockeye Express tours
- Upper Skagit Bald Eagle Festival Interpretive/Visitor Center
- "Salmon Tent" used locally in Skagit Valley fairs and festivals
- Skagit River Stewards Program
- Seattle City Light Hydroelectric interpretative programs and tours
- Okanogan National Forest Stafford Poetry signs
- Winthrop Town Hall / Community Center
- Proposed Summit House at Washington Pass
- North Cascades Smokejumper Base tours and displays
- Methow Conservancy's First Tuesday Lectures
- Methow Valley Visitor Information Center in Winthrop
- Twisp Visitor Center

Local museums also provide interpretation of area history. The summary of partnerships in the Appendix C provides additional information on the interpretation and educational opportunities available throughout the corridor.



The Stafford Poetry sign shown here is an excellent example of the high quality of interpretative resources in the North Cascades.

CHAPTER 3

INTRINSIC QUALITY AND INTERPRETATION STRATEGY PLAN

INTRINSIC QUALITY AND INTERPRETATION STRATEGY PLAN

Scenic, recreational, historical and cultural resources were the four intrinsic qualities that were selected for implementation of the following goals, objectives, and strategies.

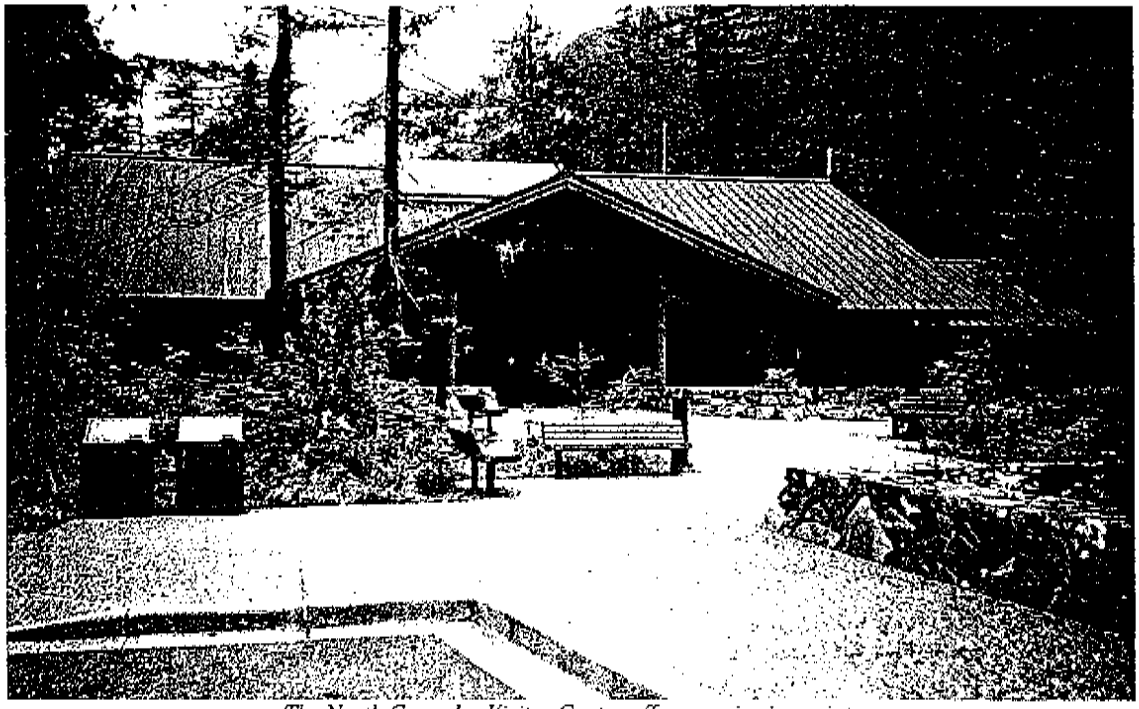
Scenic

Goal: Enhance or improve opportunities to experience the varied views visible from the highway and within the public lands [*Participating agencies will be the lead for enhancements or improvements on lands they manage*].

Objective: Encourage funding for constructing safe (i.e., safe ingress and egress) viewpoints in both public lands and along private lands.

Strategy: Maintain and enhance as appropriate the following existing viewpoints:

- Cascade River Road (before Monogram Creek)
- North Cascades Visitor Center-- View of Pickett Range
- Ross and Diablo Lake Overlooks
- Sutter Creek Roadside Park
- Washington Pass



The North Cascades Visitor Center offers scenic viewpoints and multiple interpretative materials and programs

Strategy: Corridor communities and organizations shall seek funding to support construction of and for the following viewpoints:

- Diablo Overlook
- Black Peak Overlook (planned)
- Barrier Creek
- Whistler Overlook
- Silver Star Overlook
- Viewpoints in National Park and Forest lands
- Viewpoints in state, county, and local parks

Strategy: Resolve the issues surrounding the de-facto viewpoint at the "hairpin" at Washington Pass

- interpretive avalanche signs
- turning and parking issues
- toilet facilities

Objective: Establish interpretive facilities to educate the public about various uses (e.g., timber, dairy, farming, ranching, mining, hydro-electric) and natural systems.

Strategy: Corridor communities and organizations shall seek funding to maintain and enhance, where appropriate, the following existing visitor centers/interpretive facilities and programs:

- North Cascades Visitor Center
- USFS wayside kiosks
- Mt. Baker-Snoqualmie National Forest Eagle Watcher and Watershed Education projects
- USFS/NPS auto tour tape
- North Cascades Institute programs
- Early Winters Ranger Station (currently not open)
- Crown Pacific 6th Grade outreach program
- Respect the River Program
- Colonial Creek Campground and Newhalem Campground interpretive displays
- Concrete Saturday Market interpretive materials
- Concrete's Sockeye Express tours and signs
- Okanogan National Forest Stafford Poetry signs
- Upper Skagit Bald Eagle Festival Interpretive/Visitor Center
- Skagit River Stewards Program
- Seattle City Light Hydro-Electric Interpretative Programs and Tours
- Kiosk at Sutter Creek Roadside Park
- Methow Valley Visitor Information Center
- All other visitor centers

Strategy: Corridor communities and organizations shall seek funding to support the construction or implementation of the following visitor and interpretive facilities and programs:

- Washington Pass Summit House (partial funding awarded for construction)
- USFS Interpretive Center per Skagit Wild and Scenic Rivers Master Plan
- Environmental Education Center at Diablo Lake
- Wild and Scenic River Interpretation Plan
- North Cascades National Park Interpretative Prospectus
- Concrete turnout
- Additional signing and poetry sites

Strategy: Evaluate locating a Visitor Center at Marblemount

Note: The USFS Mt. Baker-Snoqualmie National Forest started a study in the fall of 1999 to evaluate the feasibility of locating a USFS interpretative center along SR 20 between Concrete and Marblemount.

- Support Pressentin Park site
- Support relocating the Wilderness Information Center to a Marblemount site in partnership with the Forest Service and Park Service

Objective: Encourage WSDOT to continue partnering with others to enhance and manage right-of-way vegetation for safety, noxious weed control, and aesthetic reasons.

Note: This objective complements the Transportation objective for enhancing aesthetic features associated with the highway.

Strategy: Support the continuation of existing vegetation management agreements between WSDOT, Seattle City Light, USFS, NPS, and other jurisdictions

Strategy: Support the use of Integrated Pest Management (IPM) principles as a basis for roadside vegetation planning and actions

Strategy: Explore ways to educate the public about the negative effects of weed seed transport (similar to existing programs combating milfoil and fruit crop pest propagation)

Strategy: Support WSDOT "Adopt-a-Highway" partnerships for weed and litter control

Strategy: Support vegetation management at key sites, including managing hazard trees

Strategy: Use vegetation and planting methods that reduce the need for weed control

Strategy: Corridor communities and organizations shall seek funding to allow WSDOT to provide a higher WSDOT maintenance service level to accomplish the vegetation management and education strategies listed above

Objective: Support undergrounding or consolidation of utilities, where economically feasible, as projects are proposed, or as franchises are renewed.

Strategy: Corridor communities and organizations shall seek funding to support the undergrounding of utilities at key locations.

Recreational

Goal: Enhance or maintain recreational opportunities.

Objective: Encourage construction of new or improvement of existing access points at safe locations.

Strategy: Encourage distributing visitors outside traditional peak periods (e.g. summer months and on weekends).

Strategy: Encourage new non-dispersed (concentrated) recreation in areas designed to accommodate larger volumes of visitors.

Strategy: Encourage construction of river access sites identified by USFS and Washington State Department of Fish and Wildlife.

Strategy: *Corridor communities and organizations shall seek funding to provide for new or improved access points.*

Enhancing multi-use trails through partnerships is part of the recreational strategies

Objective: Encourage partnerships between different recreational users and landowners/managers to provide sharing of resources.

Strategy: Support existing partnerships, both formal and informal, including the following:

- Backcountry Horsemen/Department of Natural Resources/USFS/Department of Fish and Wildlife/County Parks/Crown Pacific/Pacific Northwest Trails Association/Washington Trails Association.
- Skagit County Parks/USFS (Wild and Scenic Rivers)/Upper Skagit Bald Eagle Festival
- National Parks Service/North Cascades Institute/Seattle City Light
- Methow Valley Sports Trail Association trail system

Strategy: Encourage and support local community involvement in future partnerships, both formal and informal, including the following:

- WSDOT/snowmobile groups/cross-country ski groups to identify safe trails off the state highway and off state right-of-way
- WSDOT/bicyclists, in discussions about appropriate roadway surfacing
- WSDOT/counties/bicyclists in the development of alternate bike routes
- USFS/Seattle City Light Bicycle Needs Assessment Study
- Cascade Trail users and county, after legal issues are resolved

Strategy: Explore partnering with recreational groups to maintain or extend trails, including the following groups:

- Skagit Audubon Society
- Seattle Mountaineers
- Snowmobile groups/cross-country ski groups/hiking organizations

Strategy: Support "Adopt-a-Trail" program for off-highway trails, especially at the following locations:

- Blue Lake
- Easy Pass
- Ruby Creek
- Chancellor Creek
- Cedar Creek
- Driveway Butte
- Old Cattle Trail near Ross Dam (proposed for reconstruction)

Historical

Goal: Enhance opportunities for the traveling public to understand the history along the corridor.

Objective: Maintain and enhance existing historical resources.

- Strategy: Encourage loop route through historical Concrete off SR 20
- Strategy: Maintain and refurbish Henry Thompson Bridge

Note: In the summer of 1999, the Bridge Advisory Committee (BRAC) and Transportation Improvement Board (TIB) recommended that the Town of Concrete will be awarded $1.5 million for the renovation of the Henry Thompson Bridge.

- Strategy: Maintain and enhance Seattle City Light facilities and communities
- Strategy: Maintain existing historical mining infrastructure
- Strategy: Maintain existing historical logging infrastructure
- Strategy: Maintain Rock Shelter Trail
- Strategy: Maintain and refurbish Early Winters CCC site and historical Ranger Station
- Strategy: Maintain and refurbish CCC sites along Cascade River Road
- Strategy: Corridor communities and organizations shall seek funding to support the maintenance and enhancement strategies listed above

Objective: Encourage collaboration between local communities, agencies, and custodians of historical information to develop and classify the interpretation of the corridor's history.

- Strategy: Form task force to meet this objective as determined by the CMP implementation organization
- Strategy: Ensure that all resources are covered
- Strategy: Support local historic associations with appropriate signage

Cultural

Goal: Encourage strategies and plans that acknowledge and celebrate the different cultures in the corridor that benefit the jurisdictions, tribes, communities, and visitors to the North Cascades Scenic Highway.

Objective: Invite all tribal, cultural, and natural resources experts, local agencies, resource agencies, and affected landowners in all stages of identification, interpretation, and possible conservation of special sites, themes, and landscapes.

- Strategy: Form task force to meet this objective as determined by the CMP implementation organization
- Strategy: Identify "conduit" of museums along corridor
- Strategy: Identify change from "resource use" to "resource management" in corridor

Strategy: Support programs to assist in maintaining existing "working culture" and traditional lifestyles (logging, mining, farming, chainsaw sculpture, fishing, hunting, wood gathering, food preservation, gardening, wildcrafting, livestock and butchering)

Strategy: Inventory cultural/historical resources when any strategy will impact undisturbed land in corridor

Strategy: Corridor communities and organizations shall seek funding to support the identification process and programs listed above

CHAPTER 4

TOURISM, VISITOR EXPERIENCE, AND MARKETING INVENTORY

TOURISM, VISITOR EXPERIENCE, AND MARKETING INVENTORY

Tourism Components

This chapter includes three of the five components of the Corridor Management Plan that focus on tourism and visitor needs and expectations: Tourism Development, Visitor Experience, and Marketing and Promotion. The other two components, Signing and Outdoor Advertising Compliance, are addressed in the next chapter.

Tourism Development

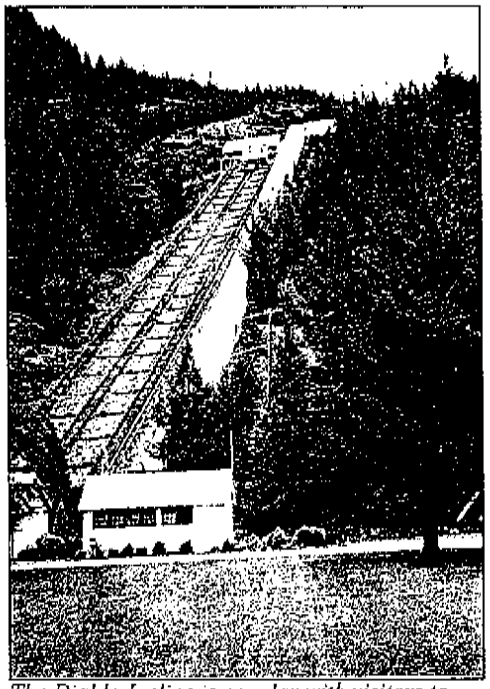
The tourism development inventory identifies what type of tourist, the volume of tourists, and the type of tourism development that the scenic highway community wants.

Type and volume of tourists

The Washington State Tourism Office, in their document *Washington State Tourism: Our Consumer Profile*, identifies five categories of tourists:

1. Sophisticated Adventure Seekers - These travelers look for adventure and excitement. Their ideal vacation consists of a whirlwind of activities and includes everything from skiing and hiking to fine dining and sightseeing. These vacationers are generally educated, affluent professionals. They are typically married and about half have children living at home.
2. Upscale Comfort Seekers - The Upscale Comfort Seekers enjoy the good things in life. They like to be pampered and consider vacations a time to relax and indulge, a time to become reacquainted with their families. These travelers are the most affluent of all groups. They are college educated and hold professional managerial positions. They are typically married, though most do not have dependent children living at home.
3. Middle America - This group represents the average person traveling in North America. Their ideal vacation offers a variety of experiences, and they choose destinations with "lots to do". They seek first-class treatment - but not necessarily luxury - and are apt to seek out "good deals". This group, although less affluent than the previous two groups, is comfortable financially. Most are high school graduates working in a variety of blue collar and white collar professions. Almost three-quarters are married, but fewer than half have dependent children living at home.
4. Restricted Income Travelers - These vacationers steer away from trendy or sophisticated travel destinations. Rather, they elect to spend time off with their friends or relatives, often choosing to combine vacations with visits to family. Though they like to experience some new things, they will do so in a framework that is familiar. More than others, this group will choose sedentary activities - relaxing, sightseeing and dining on local specialties. This group has limited incomes, most have a high school or grade school education. They hold clerical or blue collar jobs - some are retired, most are married.
5. Fun on a budget - This group knows how to have fun on a limited budget. They like to experience excitement and see new places. They are the most social of all the groups and enjoy "active nightspots" when on vacation. A vacation for this group is a real change of pace. Like the previous group, these travelers have limited incomes and no more than high school or vocational school degrees. Just over half are married and work in clerical, service or unskilled labor positions.

The single largest source of tourists (50%-60%) in the North Cascades corridor is the Greater Seattle area. Many tourists also come from the Greater Vancouver area, as well as from the rest of the populated areas up and down I-5 in the northwestern Washington. Many of these "local" tourists take day trips to the area. The volume of tourists is seasonal with high summer counts throughout the corridor and high winter counts in the Methow Valley area. The Diablo tour offered by Seattle City Light, hiking, and biking and attract many of the Seattle area visitors during the summer. The Upper Skagit Bald Eagle Festival, skiing in the Methow Valley, and snowmobiling attract visitors in the winter. Local corridor residents are also involved in many tourist activities. A growing number of visitors to the North Cascades come from Japan and Europe.



The Diablo Incline is popular with visitors to Seattle City Light's Skagit Tours

According to a July 1985 questionnaire administered by the National Park Service, the average SR 20 travelers are families in groups of three making a day trip from their homes in Washington (especially King County) and British Columbia. Many are repeat visitors. Most day-use travelers only partake of more passive forms of recreation, like short hikes and sightseeing. Backcountry users tend to stay in the area three and a half days on the average, come in groups of three, and are from the Pacific Northwest - mainly from the Seattle area.

Type of Tourism Development

The North Cascades area is gaining popularity as an ecotourism destination with the Upper Skagit Bald Eagle Festival as an example of the increase in this type of tourism. Ecotourism centers on low-impact, nature-based tourism. Ecotourists tend to be between 25 and 55 years old, well educated, and have above-average incomes. They also tend to travel in smaller groups and spend a greater deal of time exploring an area. Some community organizations in the Upper Skagit Valley are evaluating providing a link between ecotourism and sustainability strategies for their communities. Jim Allaway's *Tourism Planning in the Upper Skagit Valley* provides more detailed information on ecotourism within the scenic highway corridor.

Some area businesses and communities, especially in the Methow Valley, are developing strategies to create "destination" places of interest. Examples of destination tourism include the Arrowleaf development, Sun Mountain development, Bullerville/Skagit River Resort and downtown Winthrop.

Hotel/Motel Tax

The state of Washington assesses a 7.9% tax for hotel and motel accommodations. For most municipalities and townships, revenue from the lodging tax goes to their general revenue fund. Many counties levy an additional lodging tax on accommodations. The county portion of this

special excise tax is not to exceed 4% of the value of charges for lodging at hotels, motels, rooming houses, private campgrounds, RV parks and similar facilities for stays of less than one month.

The county must provide for a full credit of any city tax on the same transaction. In other words, if the city assesses a 2% sales tax, the county can asses only another 2%. The total of the state sales tax (RCW 82.08), the city, county and transit district sales taxes (RCW 82.14), the public facilities district tax (RCW 36.100) and the hotel-motel tax can not exceed 12 %. A credit of 2% is allowed against the state sales tax.

The proceeds of this tax are restricted as to their allowable uses and they must be placed in a special revenue fund. The fund may only be used for tourism promotion and acquisition and/or operation of tourism related facilities.

The application of a lodging tax, or the redistribution of an existing tax, could provide revenue to realize goals, objectives, and strategies proposed for tourism issues and the overall visitor experience.

Visitor Experience

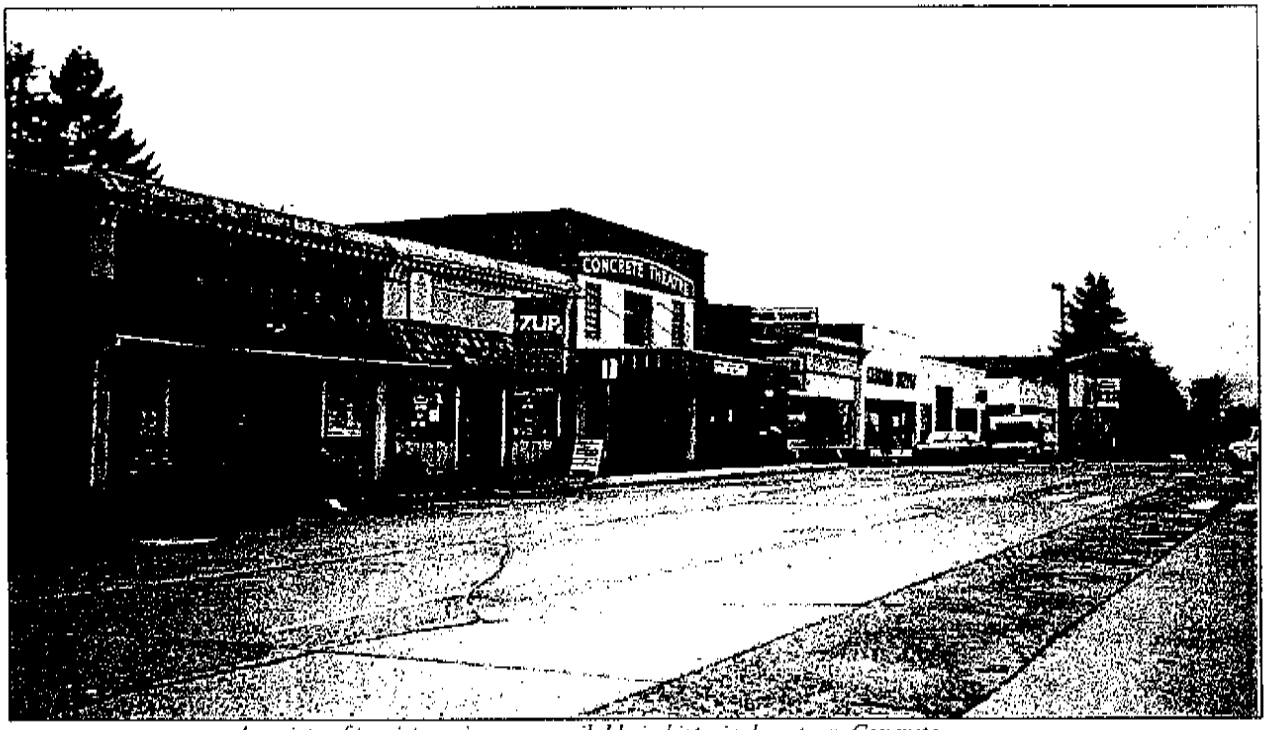
The visitor experience inventory identifies the existing facilities and plans for improvements to enhance the visitor experience.

Existing facilities and services

The North Cascades corridor has a wide variety of visitor service facilities. The lack of public restrooms was often stated as the main area of concern. Many of the facilities listed below are open only in the daytime or do not have lighting at night. Public toilets are located at:

- Sedro-Woolley - USFS Visitor Center (closed on weekends)
- Sedro-Woolley to Twisp, restrooms in commercial properties (restaurants, gas stations, etc.)
- Concrete - Playground Park (closed in winter)
- Concrete - Puget Power Interpretive Center (closed in winter)
- Rockport - Rockport State Park (closed in winter)
- Rockport - Howard Miller Park
- Sutter Creek Roadside Park (chemical)
- Marblemount - commercial properties
- Marblemount NPS Wilderness Information Center
- Goodell Creek (vault)
- Newhalem - NPS Visitor Center
- Newhalem - Main Street / Seattle City Light (flush)
- Newhalem Creek (flush)
- Gorge Powerhouse (closed in winter)
- Gorge Creek Overlook (chemical being replaced with vault)
- Town of Diablo (closed in winter)
- Diablo Dam
- Diablo Boat Launch (chemical)

- Diablo Lake Overlook (chemical)
- Ross Dam Trailhead (vault)
- Happy Creek Forest Walk (vault)
- East Bank Trailhead (vault)
- Canyon Creek Trailhead (vault)
- East Creek (vault)
- Rainy Pass (vault)
- Colonial Creek (chemical - flush in summer months)
- Klipchuck (flush/vault)
- Easy Pass (vault)
- Lone Fir (vault)
- Bridge Creek (vault)
- Washington Pass (compost/vault)
- Early Winters (flush)
- Goat Creek (vault)
- Big Valley Ranch Trailhead (vault)
- Winthrop - Methow Valley Visitor Information Center
- Winthrop Town Hall
- Twisp Community Center



A variety of tourist services are available in historic downtown Concrete

Tourist services and facilities were inventoried by the categories shown in Table 1 below.

TABLE 1

TOURIST SERVICE CATEGORIES

Service Category	Symbol
Bed and Breakfast	B
Campground	C
Diesel	D
Restaurant	F
Gasoline	G
Hotel or motel	H
RV Park	J
Cabins	K
Market/groceries	M
Propane	P
Resort	R
Tavern/pub	T

The number of establishments by category (as of December 1999) for each community are shown in Table 2 below. The communities are listed by location from west to east.

TABLE 2

TOURIST SERVICE ESTABLISHMENTS BY CATEGORY

Community	B	C	D	F	G	H	J	K	M	P	R	T
Sedro-Woolley (along SR only)	1	1	2	1	6	2			2	1		
Lyman		1	1	1	1				1	1		1
Hamilton				1					1			
Birdsview	1	2		1	2				1	1		
Concrete	1	1		8	1	2			2	1		1
Rockport		2		1	1				1			1
Bullerville		1		1		1	1	1			1	
Marblemount	1	1	1	4	2		1		2	1		1
Newhalem/ *Ross Lake		2							1		1*	
Early Winters	1	1				1		1				
Mazama	1		1	1	1	2		4	1		2	
Winthrop	1	5	1	8	2	12			1	1	6	
Twisp	1	1	1	2	4	3			3	2		

The Intrinsic Qualities Inventory and Assessment includes a detailed list of scenic overlooks and resources; trails, lakes, rivers and other recreational resources; and historic buildings, museums, festivals, events and other cultural and historical resources. Numerous interpretative facilities and programs are located in the corridor and are listed in the Interpretation Inventory and Assessment.

Proposed facilities and services

Seattle City Light is developing a major rehabilitation project in the historic company town of Newhalem which will improve the visitor experience for tourists. Highlights of the plan include a new, larger parking lot on the north side of the highway, improved pedestrian connectivity, sidewalks along Main Street, with a vehicle turnaround at the end of the street, and enhanced landscaping along the highway. Unique gateway signs will be placed at the town limits, and will coordinate with other signs in the Skagit Hydroelectric Project limits.

Seattle City Light, North Cascades National Park, and the North Cascades Institute have partnered for the development of the Environmental Education Center at the Diablo Lake Resort.

Skagit County Parks Department is evaluating potential sites for a Visitor Center at Pressentin Park in Marblemount. Skagit County is evaluating potential sites for a Wetlands Interpretative Center at the old North State Hospital grounds.

The abandoned USFS rest area at Bacon Creek provides potential for a rest area with an information kiosk.

The USFS Okanogan National Forest, WSDOT, Methow Institute Foundation, and Friends of Washington Pass partnered to seek funding for the completion of contract documents for the Summit House Visitor Center at Washington Pass. Funding from the Federal Highway Administration Scenic Byway Program was awarded in the summer of 1999 to complete the contract documents. Partial funding has been awarded for the construction of the Summit House.

The USFS Mt. Baker-Snoqualmie National Forest, WSDOT, Skagit Council of Governments, Concrete Chamber of Commerce, North Cascades Chamber of Commerce, Upper Skagit Bald Eagle Festival, and The Nature Conservancy have partnered to seek funding for repairs and improvements to the Sutter Creek Roadside Park at milepost 100. Funding was awarded in the summer of 1999 from the Federal Highway Administration Scenic Byway Program for repairs and improvements at the roadside park.

Marketing and Promotion

The Marketing and Promotion Inventory identifies existing and proposes new strategies for promotion of the highway.

Existing

Numerous sources are used to promote the scenic highway. The highway is promoted as part of three "loop" touring routes: Mountain Loop, North Cascades Loop, and International Loop. The corridor is marketed and promoted in the North Cascades Loop Travel Guide, McGregor's Skagit County Guide, International Loop Guide, Argus, Destination: Discover Washington guide, Washington State Lodging and Travel guide, Washington State Getaway Guides, on the Internet, agency brochures, and various local and newspaper publications.

Proposed

WSDOT's Heritage Corridors Program is providing the North Cascades Scenic Highway with two marketing and tourist service opportunities. They are: locating two orientation panels, one at each end of the corridor; and providing toll-free telephone contact from WSDOT Safety Rest Areas to visitor centers along the corridor.

The WSDOT, Cascade Loop Association, Economic Development Association for Skagit County, Sedro-Woolley Chamber of Commerce, Concrete Chamber of Commerce, North Cascades Chamber of Commerce, Winthrop Chamber of Commerce, and Twisp Chamber of Commerce have partnered to seek funding for a marketing research survey. Information from the survey will be used to develop a marketing program that compliments the scenic corridor's goal to maintain traditional lifestyles while providing a quality tourism experience. Funding was awarded in the summer of 1999 from the Federal Highway Administration Scenic Byway Program for the marketing survey.

CHAPTER 5

TOURISM, VISITOR EXPERIENCE, AND MARKETING STRATEGY PLAN

TOURISM, VISITOR EXPERIENCE, AND MARKETING STRATEGY PLAN

Rural communities along the North Cascades Scenic Highway have experienced economic setbacks due to the decrease of resource-extraction industries. While tourism is part of the strategy for economic development, the rural communities are concerned about the impacts of tourism on their quality of life. As part of the Corridor Management Plan process, they are seeking information that will help them more clearly define what level and type of tourism will be compatible with the corridor's intrinsic qualities and their goals to retain traditional lifestyles and provide a quality tourism experience. The strategies focus on addressing these issues.

Goal: Support local character and economies by building on existing strengths to enhance offerings to tourists that are compatible with local community goals.

Objective: Meet the needs of tourists.

Strategy: Corridor communities and organizations shall seek funding to assist the corridor agencies and organizations in maintaining and upgrading roadside parks and rest area facilities.

- Convert, where possible, chemical toilets to vault or flush toilets.

Strategy: Design and place aesthetically pleasing toilet facilities which incorporate, where possible, landscaping and "modesty" screening.

Strategy: Corridor communities and organizations shall seek funding for a marketing survey to determine the needs of existing and future tourists, including the needs of special-use groups, such as RVers, climbers, bicyclists, skiers, snowmobilers, hikers and other recreational users.
Note: Funding was awarded in the summer of 1999 from the Federal Highway Administration Scenic Byway Program for the marketing survey.

Strategy: Encourage sharing of tourist services information between west side and east side business communities.

Strategy: Corridor communities and organizations shall seek funding to mitigate tourism impacts on delivery of emergency services and law enforcement activities.

Strategy: Corridor communities and organizations shall seek funding to provide or enhance tourist facilities such as public toilets and information services.

Objective: Work with local community members and businesses to promote economic development compatible with the corridor's intrinsic qualities.

Strategy: Identify a baseline for both tourism and the economic impacts generated by tourism.

Strategy: Support marketing measures that balance the needs of tourists and business owners with the needs of corridor communities.

Objective: Provide convenient and balanced access to tourist information from federal, state and local agencies, and private enterprise throughout the corridor.

Strategy: Establish a network to improve sharing of information.

Strategy: Produce effective yet inexpensive tools to disseminate general information to tourists. (Example: Seattle City Light's placemat-map)

Strategy: Encourage agencies and local businesses to consolidate information and distribute throughout corridor.

Strategy: Coordinate location of orientation panels ("gateway signs") and rest-area phone links with existing or future rest areas, visitor centers, or other public facilities.

Strategy: Determine feasibility of staffing visitor centers to answer phone calls relayed from safety rest area phones.

Strategy: Encourage WSDOT to be more user- and tourist-oriented by:

- having a centralized information point for SR 20 news
- maintaining the pass report toll-free number for longer periods of time
- providing "pass opening status reports" on the toll-free number as well as on the Internet
- providing clearer signage at highway closure points
- partnering with the National Park Service, U.S. Forest Service and recreational groups to examine the options (such as a series of closure gate) that facilitate recreational use of National Park and Forest lands during the process of reopening the highway in the spring.
- Corridor communities and organizations shall seek funding to allow WSDOT to provide the services listed above.

Strategy: Explore possibilities of using highway advisory radio (HAR) technology to disseminate tourist information to motorists: examples include information about views ("Sauk Mountain to your left") and hazardous areas ("next five miles beware of wildlife crossing highway")

Strategy: Encourage the use of Intelligent Transportation System technology to provide additional access to information, events and services and to support multi-modal mobility strategies in the Transportation and Commerce Strategy Plan.

Objective: Lengthen the tourist seasons and the average tourist stay in the corridor.

Strategy: Develop more private and public destination facilities.

Strategy: Encourage WSDOT to continue to:

- maintain longer public access to upper SR 20 areas when safe and feasible
- keep the highway open as late as possible and open as soon as possible when safe and feasible
- plow for trailhead access and adequate parking as far as possible
- provide notice of stabilization work to recreational users

Strategy: Market the shoulder/off seasons to a greater extent.

Strategy: Encourage special events sponsors to hold events during shoulder seasons.

Strategy: Encourage agencies to keep facilities open as long as possible, and to open them as soon as possible. (Examples: trailheads, parking, and public toilets)

Objective: Enhance the visitor experience by preserving the aesthetic and natural quality and character of the corridor through minimization of sound and light pollution.

Strategy: Corridor communities will seek additional funding and political support to allow WSDOT to surface the highway between Early Winters and Winthrop with a quieter and smoother surface (i.e. asphalt), similar to that on the west side.

Strategy: Support the use of advisory signing to restrict the use of compression brakes as decided by each corridor community.

Strategy: Encourage communities to use less intrusive lighting (low-intensity lights, hooded lights, indirectly lighted signs) along the corridor, thereby reducing high intensity lighting and associated overspray.

Objective: Coordinate marketing efforts along corridor through organizations such as the Cascade Loop Association, the International Loop, and the Mountain Loop.

Strategy: Use results of marketing survey to develop a coordinated corridor marketing plan.

Strategy: Partner with economic development associations and chambers of commerce corridor-wide to seek funding for tourist-related marketing from hotel/motel (lodging) tax revenues.

Strategy: Encourage cooperation and partnering between the various facets of the tourism industry and related businesses and activities throughout the corridor. Success depends in large part upon supporting the efforts of others.

Strategy: Market sustainable tourism to manage the timing, the volume, and the impact of visitors.

CHAPTER 6

SIGNING AND OUTDOOR ADVERTISING COMPLIANCE

SIGNING AND OUTDOOR ADVERTISING COMPLIANCE

Traffic control signing and outdoor advertising sign control are the other two components that focus on highway safety, tourism, and visitor needs and expectations. Signs are strictly regulated under Federal and state law, by the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) and the Scenic Vistas Act, respectively.

Signing

In addition to regulatory and warning signs (e.g., "stop", speed limit, "curve" symbol, crossroad symbol), provisions for adequate destination signing are essential to help safely guide travelers unfamiliar with an area along their journey . WSDOT's Traffic Manual provides guidelines for selecting destinations for guide signs, based on the MUTCD and traveler needs, while offering insight into the priority of destinations considering the very limited sign space available at interchange and intersection approaches.

This section first provides definitions of recreational and cultural area signs, and then briefly describes some different kinds of signs and associated signing concepts.

Recreational and Cultural Interest Area Signs

Recreational and cultural interest areas are attractions, or traffic generators, that are open to the general public for the purpose of play, amusement, or relaxation used to refresh the body or mind (RECREATION) or for the training and refining of the mind, emotions, manners, taste, etc., (CULTURAL INTEREST). Recreational attractions include such facilities as parks, race tracks, and ski areas, while examples of cultural attractions include museums, art galleries, and sites of particular historical importance.

Recreational, cultural, tourist information services, and byway logo signs can be grouped into five categories:

1. **recreational and cultural** signs (brown background),
2. **visitor information** signs (blue background),
3. **gateway logo** signs (green background),
4. **trailblazer/marker logo** signs, (see below), and
5. **supplemental guide** signs (green background).

Trailblazer/marker logo signs generally consist of an enlarged version of the logo alone, and therefore have no background color on which the pattern appears.

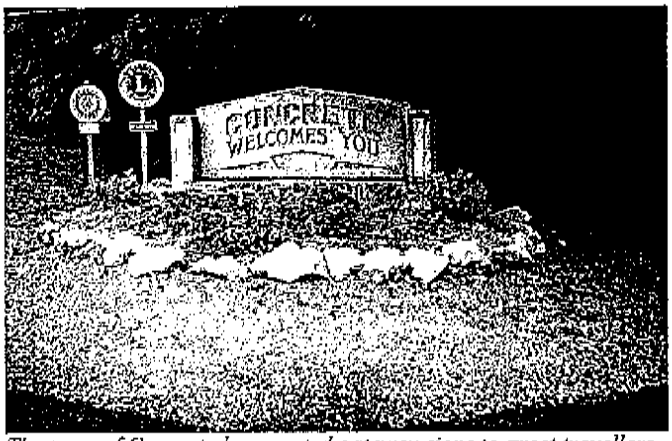
Implementing the Proposed Signing Plan

Any proposed plan will provide travelers with informative supplementary signs along SR 20. The use of a byway logo on trailblazer signs will assure that motorists are aware that they are on the North Cascades Scenic Highway. Appropriate signing to major attractions (traffic generators) will enable visitors to find the attractions and understand their nature. Directions to less prominent attractions can be advertised through pamphlets available at visitor information centers, or through the Rest Area Advertising Program. Implementation of a signing plan will also help consolidate existing signs, both on SR 20 and the crossroads, as they are replaced. WSDOT will work with other agencies, such as the Okanogan National Forest, to assure consistency between jurisdictions.

Scenic Byway Logo Signing Guidelines

Scenic Byway Logo Signing Guidelines were produced in January 1997 to provide standards for byway logo signing. These guidelines define the eligibility criteria for byway logo signing, and WSDOT's positions on key policy issues. There are three basic types of scenic byway logo signs that are defined in the guidelines:

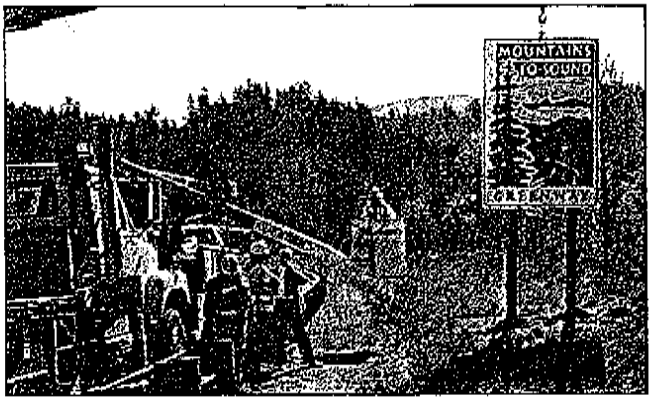
1. Gateway Signs
2. Trail Blazer/Marker Signs
3. Supplemental Guide Signs



The town of Concrete has erected gateway signs to greet travellers.

Gateway Signs mark the beginning of the scenic route at both termini of the route. The location and design of the sign should be determined jointly by the WSDOT region traffic offices. An *Orientation Sign* is a specialized version of a gateway sign, typically located at a roadside pullout. They include a map and sometimes include space for brochures and other tourist information materials.

Trail Blazer/Marker Signs are placed every 8 to 16 kilometers (5 to 10 miles) along the scenic byway for driver assurance. Trail markers are informational plaques or shields designed to provide the traveling public with route guidance of cultural, historical or educational significance. A good example is the distinctive Lewis-Clark Trail marker sign found in the southern part of the state.



WSDOT personnel installing "trailblazer" sign on Washington's Mountains to Sound National Scenic Byway

The third sign type is the *Supplemental Guide Sign*. This type of signing can only be used at junctions of a state highway with a scenic byway, for example the junction of SR 530 with SR 20 in Rockport. WSDOT's *Scenic Byway Logo Signing Guidelines* discusses these signs in detail.

Consolidation of "Sign Clutter"

Preparing a cohesive scenic highway signing plan also has the added bonus of helping to reduce sign clutter. Over the years as sites develop, signs for these locations proliferate along the roadway, sometimes being tacked to existing signposts like an afterthought. Careful consideration in a signing plan can consolidate or eliminate some signs, making it easier for motorists to make decisions, as well as reducing the cluttered look along a given stretch of roadway.

Recreational Signing Concepts

The following concepts were developed by WSDOT Olympia Service Center Traffic Operations and Heritage Corridors sections, and Northwest Region Planning to provide direction when signing a scenic highway.

Concept #1:

This concept is for those locations where *many* activities will be accessed. A main white-on-brown sign will be placed in each direction on the highway and might include a logo as well as wording such as "Recreation Area - Next Right" or "Visitor Information Center - Next Left". The intention is to relate the activity or informational message with the byway logo. Depending on where the activity center is located, follow-through signing will be necessary if the activity is not directly visible from the state highway.[i]

Concept #2 - Pictograms:

This concept applies to those locations where only a *few* tourist activities are located. In this case, it would not be appropriate or feasible to have a central off-highway information site. More specific, yet easily understood, information would appear on the mainline highway signing. This could be done by installing the main white-on-brown sign with the scenic highway logo on the highway and then adding international symbol plaques (or pictograms). Pictograms have the distinct advantage of being easily understood at highway speeds, yet still provide important information in a small space. Follow-through signing will be necessary if the location of the activity is not directly visible from the state highway.[ii]

Concept #3 - Augment Existing Sign:

This concept applies to those places where existing recreational signing is already used. Rather than replacing the sign with a completely different message, an additional message or pictogram would be added to the existing sign. Through the addition of the scenic highway logo as well as the possible inclusion of text such as "Recreation Sites", the sign would direct travelers off the highway to the main destination, for example a Parks Service visitor center, where further information about other area attractions could be found.[iii]

Concept #4 - Verbal Description:

This is a variation on Concept 2 in which the pictograms are replaced with wording describing the actual activity or site. For example, instead of the symbols for hiking and biking, the main white-on-brown highway sign would include the name of the attraction, i.e. "Ladder Creek Falls". This concept is especially applicable to signing major tourist attractions or state parks. Follow-through signing might be necessary.[iv]

Signing Plan Design Process

A list of valued recreational, scenic, historical, and cultural sites and activities has been assembled and is contained in the Intrinsic Qualities Inventory and Assessment. When implementing a signing plan, it will be necessary to decide which of these intrinsic resources merit the placement of a sign based on available sign space.

Outdoor Advertising Law Compliance

The Scenic Vistas Act of 1971, Chapter 47.42 RCW and Chapter 468-66 WAC, was enacted to promote and protect the natural beauty of areas adjacent to state scenic, primary and interstate highways and to promote the public health, safety, welfare, convenience, and enjoyment of public travel. All property owners are expected to comply with local, state and federal regulations for outdoor advertising control.

On-Premise Advertising Sign Regulations

The Scenic Vistas Act of 1971 recognizes eight sign categories. This section provides a brief overview of one sign category: Type 3 on-premise advertising signs. An on-premise sign advertises an activity conducted on the property on which the sign is located. This type of sign is limited to identifying the establishment, or the principal or additional products or services offered on the property.

For the purpose of measuring from the "advertised activity," the distance is measured from that building, storage, or other structure or processing area, which is the most regularly used and essential to the conduct of the activity.

Within 50 feet (15 meters) of the advertised activity, the business may install any quantity or size of signs desired. Outside of 50 feet (15 m) of the activity, only one sign visible to each direction of traffic on the state route may be installed on the property. This may be one sign structure with advertising copy on both sides of the sign panel, or it may be two sign structures with advertising on only one side of each sign panel. Signs more than 50 feet (15 m) from the activity may not exceed 20 feet (6 m) in length, width, or height, or 150 square feet (14 m^2) in area, including the border and trim but excluding supports.

The one sign permissible more than 50 feet (15 m) from the activity may not be located a greater distance than one of the following options:

1. 150 feet (46 m) measured along the edge of the highway from the edge of the main driveway (if applicable)
2. 150 feet (46 m) from any outside wall of the main building
3. 50 feet (15 m) from any outside edge of a regularly used parking lot associated with the business.

For signs advertising shopping centers, malls or business combinations, a combined parking area may be considered as part of that activity for purposes of allowing a single individual on-premise sign; it may identify each of the individual businesses conducted on the premises. Individual business signs in such a center are not permissible more than 50 feet from the individual activity.

Again, the on-premise signs discussed above are classified as "Type 3" signs within the Scenic Vistas Act of 1971, and do not require a WSDOT-issued permit or have an associated permit fee.

Nor is a permit or its associated fee required for Sign Types 1, 2, and 7. Type 4 and Type 5 off-premise advertising signs and Type 8 Temporary Agricultural Directional Signs visible from a state route require an outdoor advertising sign permit issued by WSDOT and have a fee established by statute.

Any sign constructed or maintained contrary to the Scenic Vistas Act is considered illegal.[v] WSDOT's policy is to work cooperatively with property owners to abate non-compliant signs installed on private property. The WSDOT *Traffic Manual* outlines the procedures in full.

Additional Regulations

In addition to the Scenic Vistas Act of 1971, signs along state scenic, primary and interstate highways must comply with the federal Highway Beautification Act, Title 23 U.S.C., Section 131. The USDA Forest Service has additional scenic byway signing guidelines that apply along highways through national forests. The Town of Twisp is preparing a sign ordinance which complements the Scenic Vistas Act of 1971. Skagit County's sign ordinance is based on the Scenic Vistas Act of 1971 and pertains to all county-owned rights-of-way. As of July 1998, Okanogan County did not have a signing ordinance in place; however the county hopes to develop an ordinance in the future, based on the Scenic Vistas Act of 1971. Other towns within the corridor are expected to develop ordinances that complement the Scenic Vistas Act of 1971.

Scenic Highway Funding

Scenic highway funding is available for those communities along a state scenic highway provided that local sign ordinances are at least as restrictive as the above-noted regulations. A community that enacts a signing ordinance that is less restrictive than the Scenic Vistas Act will not be eligible for scenic highway funds, although the jurisdiction can still apply for other grants associated with the scenic highway program. At present the jurisdictions within the corridor are eligible for scenic highway funds since the local ordinances either comply, or will comply with the Scenic Vistas Act.

[i] "Scenic Byway Logo Signing Guidelines", Appendix A.7; Washington State Department of Transportation, December 1996.
[ii] Ibid.
[iii] Ibid.
[iv] Ibid.
[v] "Traffic Manual", Page 8-7; Washington State Department of Transportation, April 1990.

CHAPTER 7

SIGNING STRATEGY PLAN

SIGNING STRATEGY PLAN

The "signing plan" of a corridor management plan typically is not an actual "plan" but rather it lays the groundwork and direction for how to proceed with developing a plan when the CMP implementation organization is ready to undertake this activity. The following are the goals, objectives, and strategies that are intended to guide the development of a future signing plan.

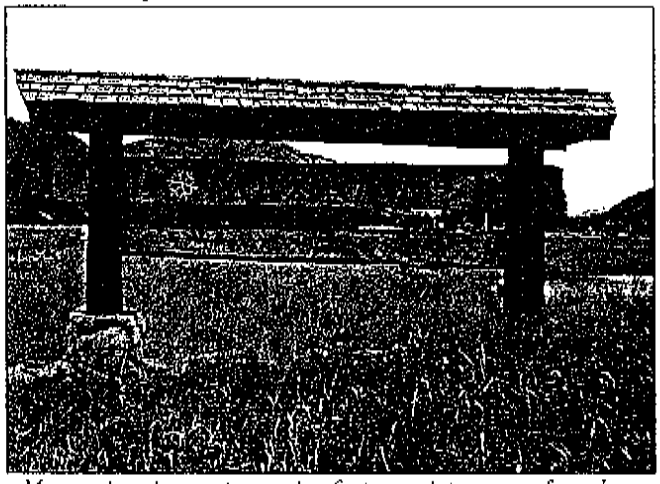
Goal: Develop a simple and consistent sign system for the North Cascades Highway Corridor.

Objective: Corridor communities and organizations shall seek funding for the development of a signing plan.

Strategy: Develop a distinctive "logo" sign for the North Cascades Highway corridor for use at gateways and at major junctions with other routes (SR 530, Cascade Road).

Strategy: Support the use of community gateway signs that reflect the local character and identify communities as special places and provide information on community businesses.

Objective: Limit the number of signs in the scenic highway corridor to the minimum required to give clear direction to motorists.



Mazama's unique gateway sign features pictograms of nearby activities

Strategy: Encourage agencies to develop signs that conform to the *Manual of Uniform Traffic Control Devices* and WSDOT standards. Agencies include cities and towns, counties, the USFS, the National Park Service and other local, county, state and federal governmental agencies.

Strategy: Encourage the location of information kiosks with existing facilities (restrooms, visitor centers), such as at the Sedro-Woolley Forest Service headquarters, Concrete, Rockport, Marblemount, the Early Winters Ranger Station, Methow Valley Visitor Information Center, Twisp Visitor Information/Community Center and other facilities.

Strategy: Consolidate guide and logo signs where possible.

Strategy: Limit use of logo signs where possible to orientation kiosks, gateways to the corridor, and at major activity centers such as visitor information centers or museums.

Strategy: Encourage the location of information kiosks with existing facilities (restrooms, visitor centers), such as at the Sedro-Woolley Forest Service headquarters, Concrete, Rockport, Marblemount, the Early Winters Ranger Station, Methow Valley Visitor Information Center, Twisp Visitor Information/Community Center and other facilities.

Objective: Provide more useful information to tourists.

Strategy: Provide, where possible, mileage to services, places of interest and communities. Encourage use of "international" symbol signs wherever possible.

Strategy: Install "NO SERVICES" signs before National Forest and Park lands just beyond last available services. (signs already exist at Marblemount and Mazama)

Strategy: Provide better signing to existing features and services, including identifying places of scenic interest such as mountains or other physical features.

Strategy: Provide warning signs on SR 20 alerting motorists to non-motorized use (e.g. pedestrian crossings, bicycles on roadway).

Strategy: Work with WSDOT and other agencies to relocate "watchable wildlife" and "Wild and Scenic River" signs to more appropriate pullout location to reduce motorist confusion.

Strategy: Work with WSDOT to provide clear seasonal guide signs to major events, such as the Upper Skagit Eagle Festival and special events held in Winthrop.

Strategy: Examine the feasibility of using low-cost techniques to reduce road kill, such as life size wildlife and cattle silhouette signs and optical fencing.

Strategy: Corridor communities and organizations shall seek funding for installation of signs noted above.

CHAPTER 8

GENERAL REVIEW OF THE ROADWAY and HIGHWAY DESIGN AND MAINTENANCE STANDARDS

GENERAL REVIEW OF THE ROADWAY & HIGHWAY DESIGN AND MAINTENANCE STANDARDS

The roadway review and highway design and maintenance standards focuses on the mostly rural, two-lane section of State Route (SR) 20 between milepost (MP) 66.29 and MP 204.09. This portion of highway, from the Sedro-Woolley east city limits to SR 153 near Twisp, serves many travelers bound for the recreational areas alongside the highway, including ski areas, national forests and parks, and several dams and reservoirs.

SR 20 is defined by the Washington State Department of Transportation's *State Highway System Plan* as a minor arterial highway. Minor arterial highways comprise part of a connected network of rural arterial routes with appropriate extensions into and through urban areas, and serve corridor movements having travel characteristics indicative of substantial statewide or interstate travel (WSDOT *Design Manual*, Chapter 440). As such, SR 20 connects Washington communities east of the mountains with communities west of the mountains and to the I-5 corridor which in turn connects these areas to the greater Seattle area and to interstate travel.

Highway Designations

The North Cascades Highway was designated a State Scenic and Recreational Highway in 1967 by the Washington State Legislature. The highway was so designated in recognition of the extraordinary scenic beauty and recreational opportunities of the North Cascades. The North Cascades Scenic Highway is 138-miles in length, stretching from milepost 66.29 at Sedro-Woolley to milepost 204.09 southeast of Twisp. SR 20 is also designated by the USFS as Forest Highway 32, a Public Lands Highway, between mileposts 90 and 111 and again between mileposts 139 and 180. Further, under the Public Lands Highway, SR 20 is designated within the Okanogan National Forest (mileposts 139 to 180) as the North Cascades National Scenic Highway. The North Cascades National Scenic Highway comprises 87,572 acres of land adjacent to the highway set aside by Congress in Public Law 98-339 to preserve scenic values and provide for public recreation and enjoyment consistent with that goal.

The North Cascades Scenic Highway is part of three touring loops: Cascade Loop, International Loop, and Mountain Loop. The North Cascades Scenic Highway provides access to the Upper Skagit Tribal Reservation, Mt. Baker-Snoqualmie National Forest, Mt. Baker National Recreation Area, Noisy-Diobsud Wilderness, Glacier Peak Wilderness, Wild and Scenic Skagit River, Ross Lake National Recreation Area, North Cascades National Park, the Stephen Mather Wilderness, Okanogan National Forest, Pasayten Wilderness, Lake Chelan-Sawtooth Wilderness, Lake Chelan National Recreation Area, and numerous state, county and local parks.

Design Level (Functional Classification)

In the WSDOT *Design Manual*, SR 20 is defined as a non-NHS (*N*ational *H*ighway *S*ystem) route. Determining the design level for a state highway is dependent on the amount of traffic volumes, truck percentages, and the type of project. On a two-lane arterial such as SR 20, Chapter 430 of the WSDOT *Design Manual* calls for modified design standards for a rural, minor, non-National Highway System. The modified design level standard includes roadway geometrics of two 3.3 meter (m) [11 ft] lanes and 0.6 m to 1.2 m (2 ft to 4 ft) shoulders. The Modified Design Level is defined as the intermediate level applied to preserving and improving

existing roadway geometrics, safety and operational elements by resurfacing, rehabilitation, and reconstruction. Complete information on this design level is contained in the *Design Manual.*

Alignment
The horizontal and vertical alignments of SR 20 from Sedro-Woolley East City Limits through Lyman, Hamilton, and Concrete are relatively straight and level. This portion is generally designed for operating speeds of 50 mph (80 km/h) or greater except within city and town limits. From Concrete to Marblemount, there are a few more curves and steeper grades on the roadway. Some stretches of the highway have lower operating speeds in these sections due to the alignment's curvature.

From Marblemount to Newhalem, the road passes through rolling terrain with an even more curved alignment and steeper grades. Vehicle speeds are limited by the curvature and grade of the roadway in places. Past Newhalem, the highway passes through increasingly mountainous terrain with vertical grades and varying horizontal curves through the Rainy Pass and Washington Pass areas.

On the east side of the mountains through the Methow Valley, Mazama, Winthrop, and Twisp areas, the roadway passes through fairly level terrain with less vertical grade and horizontal curvature. In general, the horizontal and vertical alignments of SR 20 within the CMP corridor meet or exceed minimum WSDOT design standards for this class of highway.

Roadway Geometrics
The roadway section of SR 20 in the study area consists of a two-lane, two-way roadway, with lanes varying between 3.3 m and 3.6 m (11 to 12 ft) in width.

Design standards for this class of highway call for a continuous 1.2 meter shoulder. Most of SR 20 meets this standard. The shoulders vary between 0.9 meters to 3.0 meters, with the majority of the shoulders being 1.2 meters in width. Passing lanes exist in limited locations along SR 20 within the CMP corridor, mostly between MP 130 and MP 163.

Connecting Highways
Connecting state highways to SR 20 within the CMP area include SR 530 which intersects SR 20 in Rockport at MP 97.65 and SR 153 which connects to SR 20 near Twisp at MP 204.09. SR 530 connects SR 20 to Darrington and Arlington in Snohomish County. SR 153 connects SR 20 to Carlton, Methow and the Chelan area.

Seasonal Closures
The North Cascades Highway is closed for several months each year, generally between mid-November and mid-May. On occasion, the highway has opened earlier or later due to yearly precipitation fluctuation. The existence of several very hazardous avalanche "chutes" necessitates the seasonal closures. In 1997, WSDOT hired KJS Associates to examine the feasibility of keeping SR 20 open year-round, along with certain other state highways. The *WSDOT Winter Pass Operations Study* concluded that it was not cost-effective or safe to keep the highway open year-round now or in the foreseeable future.

Access Control / Access Management

Under the Revised Code of Washington (RCW) 47.50, SR 20 is designated an access-controlled facility. The goal of this law is to preserve the safety and operational characteristics of the highway by managing access.

There are two means through which WSDOT controls access to its highways. The first, "limited access" applies to highways to which WSDOT has purchased access rights. "Full access" generally means no access to a roadway is possible except through interchanges. "Modified" or "partial" limited access generally means access to the state highway is permitted in special cases.

Currently, the section of SR 20 from the Skagit/Whatcom County line to Thornton Creek Road is the only segment for which "full" access control has been purchased. The remainder of the route within the Northwest Region is identified as a "planned, partially limited" or "planned, modified access" facility in the *Master Plan for Limited Access Highways*.

In addition to the limited access control found on freeways, expressways and certain other roads, WSDOT also uses "access management" as a means to control access to its facilities. Five access management classification levels have been established to distinguish between different roadway functional characteristics and land use forms.

Access management classes are numbered from 1 to 5, with Class 1 the most restrictive and Class 5 the least restrictive. In the case of Classes 1 and 2, if reasonable access can be provided to another public road which abuts the property, then no access is provided directly to the state highway. Classes 3, 4, and 5 progressively balance land use with the through-function of state highways, and allow more access points to the state highway. Classes 4 and 5 allow the most closely spaced access, and generally apply to lower-speed highways in urbanized areas, or areas which have been developed to a relatively built-out condition.

Until such time that WSDOT acquires access rights to properties located within "planned control" sections of highway, the agency uses access management techniques. As such, these techniques are temporary and may change in the future.

Given the function and nature of the study area, it is unlikely that significant, major urban development will occur. When and if any new development occurs, impacts to the highway could be required through such measures as driveway consolidation and turn pocket channelization. The existing limits of each section of access classification are tabulated below in Table 3.

TABLE 3
ACCESS CONTROL

Milepost	Section Description	Access Class/Control
66.08 to 66.29	SR 9 North Leg to Sedro-Woolley ECL	3
66.29 to 88.21	Sedro-Woolley ECL to Concrete WCL	2
77.91 to 78.28 (Lt)	Minkler Lake to Alder Creek	Partial Controlled
88.21 to 89.82	Town of Concrete	3
89.92 to 116.73	Concrete ECL to Skagit/Whatcom County Line	2
110.00 to 110.80	Bacon Creek Bridge	Partial Controlled
116.69 to 117.55	Skagit/Whatcom County Line to Thornton Creek Road	Controlled
119.67 to 119.81	Newhalem vicinity: Goodell Creek Bridge	Partial Controlled
127.63 to 177.29	Thornton Creek Road to Early Winters Creek	Partial Controlled
177.55 to 177.79	Lone Fir Campground to Early Winters	Partial Controlled
177.79 to 192.37	Early Winters Campground to Vicinity Winthrop	Modified Control
192.37 to 192.84	Vicinity of Winthrop to Chewuch River	3
192.84 to 194.24	Chewuch River to KOA Campground Road Winthrop	5
194.24 to 201.00	KOA Campground Road Winthrop to Vicinity of Methow River Overflow	2
201.00 to 202.69	Vicinity of Airport Road to Junction SR 153	2
204.09 to 230.60	Vicinity of Airport Road to County Road (Old State Highway)	1

Pavement Conditions

The Washington State Pavement Management System (WSPMS) is a record of current pavement conditions for state highways. WSPMS also makes predictions as to how the pavement condition and performance will deteriorate in the future. WSPMS examines traffic volumes, truck traffic, Equivalent Single Axle Loads (ESALs), traffic growth, and field observation of pavement conditions to determine when it is the optimal time to repave a highway section. Much of SR 20 in the study area has been paved with asphalt or bituminous surfacing within the past 10 years, and the majority of the pavement is in good condition. The 1997 *Pavement Management System* report lists the most recent overlay projects by milepost and the recommended resurfacing year. Currently contracted/programmed pavement projects are listed in the WSDOT *State Highway System Plan* and *Sunshine Report*.

Structures

There are 47 structures along SR 20 within the CMP area, which include 45 bridges and two tunnels just east of Newhalem. Several bridges need bridge deck overlays or restorations and a few need replacements. Most bridges needing replacement are located between Sedro-Woolley

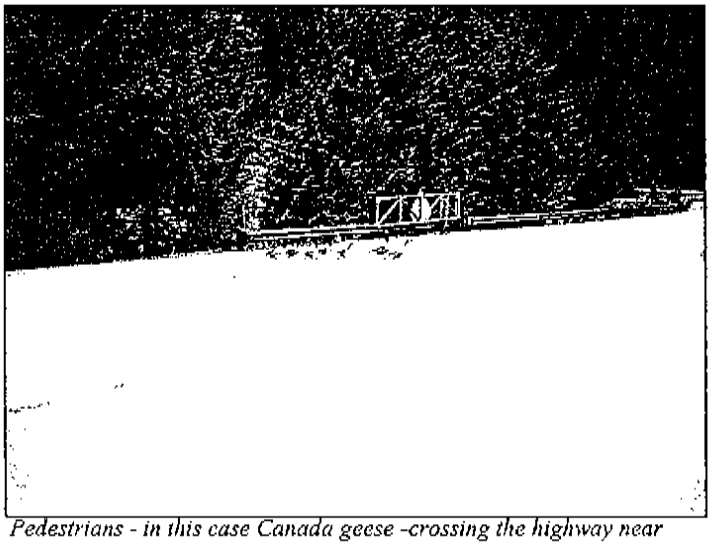
and Newhalem. Currently contracted/programmed bridge projects are listed in the WSDOT *State Highway System Plan* and *Sunshine Report*.

Channelization / Signalization

There are currently no signals along SR 20 in the corridor. There are many slow vehicle lanes, climbing lanes, left turn pockets, right turn lanes, and two-way turn lanes within the corridor. The *Left Turn Priority List* of 21 July 1997 cites additional candidate intersections for left turn channelization within the study limits.

Vehicle Pullouts (widened shoulder areas, vehicle turn outs and view points)

Vehicle pullouts are widened areas of the roadway prism - either paved or unpaved - which allow slow-moving vehicles to leave the traveled lanes, allowing faster traffic to pass. On a scenic highway, they can also provide short-term parking for travelers to access a nearby point of interest. In addition, on a highway in mountainous areas, they can provide a place for motorists to install or remove tire chains. Some of the vehicle pullouts are widened shoulder areas and other vehicle turn outs are designed per the WSDOT *Design Manual*. Although the *WSDOT State Highway Log* does not list any vehicle pullouts, a field review noted many widened areas that are used as pullouts.



Pedestrians - in this case Canada geese -crossing the highway near Colonial Creek

Speed Limits

This portion of SR 20 functions as a long-distance regional route, connecting widely spaced small communities to major interregional routes, and thus has a posted speed limit of 55 mph (90 km/h) to 60 mph (105 km/h). The highway between Marblemount and Sedro-Woolley services a substantial number of commuter trips from area residents who have jobs in the "downriver" communities such as Mt. Vernon and Burlington. There are short sections of the highway through the town of Concrete and the community of Marblemount where the posted speed drops to 35 mph (55 km/h). At the entrance to the Mt. Baker/Snoqualmie National Forest the speed limit lowers slightly from 55 mph to 50 mph (80 km/h). At Seattle City Light's town of Newhalem there are crosswalks on SR 20. The speed limit is reduced through Newhalem limits due to pedestrian activity and the section of SR 20 through the town of Winthrop drops from 55 mph to 25 mph due to the high volume of pedestrians crossing the roadway. Table 4 lists the speed limit zones for SR 20 in the study area.

TABLE 4
SPEED LIMITS

Section	Location Description	Speed Limit (mph)
66.29 - 66.43	Sedro-Woolley to Carter Rd.	35
66.43 - 87.53	Carter Rd to Grassmere Rd	55
87.53 - 88.21	Grassmere Rd to Enter Concrete	50
88.21 - 89.56	Enter Concrete to Everett Ave.	35
89.21 - 93.17	Everett Ave. to Past Gulch	50
93.17 - 95.99	Past Gulch to Sauk Mt. Road	55
95.99 - 105.24	Sauk Mt. Road to Ranger Station Rd	50
105.24 - 106.39	Ranger Station Rd to Past TWLTL	35
106.39 - 119.51	Past TWLTL to Goodell Cr. Camp	50
119.51 - 120.95	Goodell Cr. Camp to Past Gorge Power plant	30
120.95 - 125.44	Past Gorge Power to Before Diablo Rd.	45
125.44 - 134.18	Before Diablo Rd. to Sign. Avalanche Area	50
134.18 - 148.12	Sign. Avalanche Area to Region Boundary	55
148.12 - 192.46	Region Boundary to Winthrop West City Limit	60
192.46 - 193.71	Winthrop vicinity	25
193.71 - 194.32	Twin Lakes Rd to Winthrop East City Limit	40
194.32 - 201.41	Leave Winthrop to Twisp River Bridge	60
201.41 - 202.11	Twisp River Bridge to Methow River Br	25
202.11 - 202.65	Methow River Bridc to Leave Twisp	35
202.65 - 204.09	Leave Twisp to SR 153	60

Clear Zones

A "clear zone" is defined in the WSDOT *Design Manual* (p 700-1) as "the total roadside border area, starting at the edge of traveled way, available for safe use by an errant vehicle". Its width is dependent upon traffic volumes, speeds, and the roadside geometry. The clear zone area may consist of a shoulder, a recoverable slope (a slope on which the driver of an errant vehicle could theoretically guide the vehicle back onto the roadway), nonrecoverable slope (a slope on which the driver of an errant vehicle probably could not guide the vehicle), or a clear run-out area.

Where it is not possible to remove a hazard from inside the calculated clear zone, the situation may be mitigated by the installation of a barrier in the form of guardrail, concrete barrier, or earth berm. Fixed object hazards within the clear zone include trees having a diameter of more than 100 mm or more measured at 150 mm above the ground surface., culvert ends, sign supports which do not have breakaway features, and objects which protrude more than 100 mm above the ground surface, such as boulders, retaining walls, and concrete bridge rails.

Adequate clear zones are maintained through most of the study area, and in many other areas, guardrail or barrier is placed around hazards in lieu of a clear zone. In the three year period, December 1, 1992 to November 30, 1995, the largest accident type with 36 percent of all accidents, involved vehicles striking fixed objects within the clear zone. The most common type of objects struck in the study area included earth banks, guardrail, and utility poles.

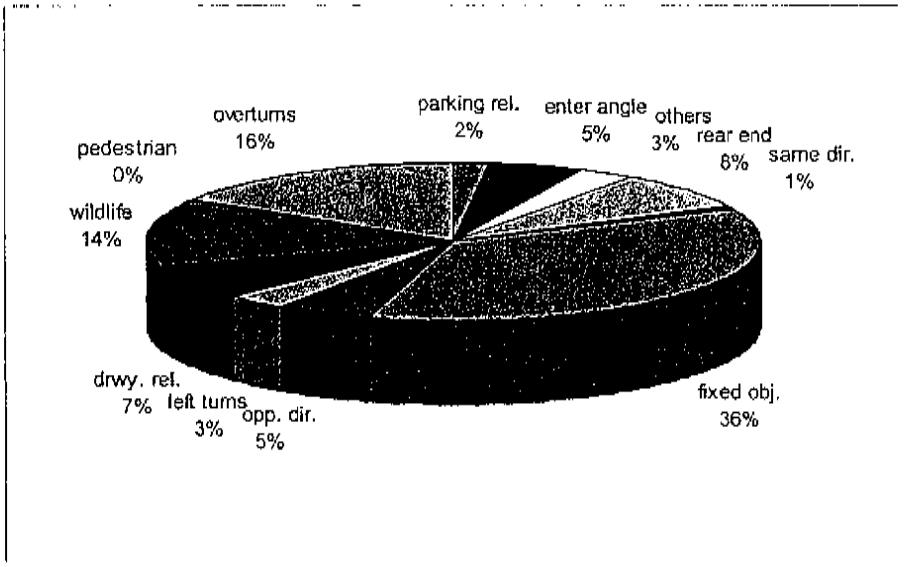
Traffic Data and Accident Summary

The portion of SR 20 within the CMP corridor is a rural, scenic, and recreational highway with relatively low traffic volumes most of the year. SR 20 is a seasonal route with peak traffic

occurring during the summer months. Based on the WSDOT Olympia Service Center traffic data, the route has a greater than 20% increase in traffic from winter to summer months. The 1996 Average Daily Traffic (ADT) ranged from 1,900 to 10,000 in the Upper Skagit Valley, from 630 to 930 within National Forest and Park Service lands, and from 1,300 to 4,500 in the Methow Valley. ADT is defined as the volume of traffic passing a point or segment of a highway, in both directions, during a period of time, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year (WSDOT *Design Manual*, p 610-1). Few intersections are considered to be highly congested within the corridor. Turning movement counts may be taken in the future to assess the Level of Service (LOS) for intersections. LOS is an indictor of how well a roadway or intersection is operating. LOS A represents the best level of operation and LOS F represents the worst level of operation.

Between December 1, 1992 and November 30, 1995, 487 total accidents occurred throughout the 137.80-mile long segment of SR 20 addressed in the Corridor Management Plan. Chart One below graphically shows the different types of accidents in the corridor. Accidents are analyzed in a number of ways. Accident and fatal accident rates are developed for the entire CMP area and compared to the statewide average rate for state highways of the same classification. Accidents are then classified by time, type, and location. The overall contributing adverse factors such as roadway surface and light conditions are then examined. There were no High Accident Locations (HAL's) identified from 1994 to 1996 within the CMP corridor.

CHART 1
Accidents by Percentage of Total



Local law enforcement (county and town sheriffs), WSDOT east and west maintenance area supervisors, the National Parks Service, and the National Forest Service were contacted for additional information on the reporting of accidents. The National Parks Service tracks accidents that occur within the Ross Lake National Recreation Area. However, neither local law enforcement nor the National Forest Service keep written accident records. Those entities rely on the Washington State Patrol to keep records of all highway accidents. WSDOT area maintenance supervisors also rely on the WSP for accident records. The only source for accident data that is

available and that WSDOT uses is the records from the Washington State Patrol. Many single-vehicle accidents, including those involving wildlife, go unreported to the WSP.

The accidents that occur on SR 20 tend to be more frequent in the summer months of July and August. The accidents also tend to be more frequent on Fridays, Saturdays, and Sundays. SR 20 has truck traffic percentages ranging between 8 % to 15 %. The highest number of accidents occur at both ends of the SR 20 CMP due to higher traffic volumes.

There are numerous accidents involving wildlife. The accident data suggests four major wildlife migration crossing areas: MP 68.00 to MP 73.00 (between Sedro-Wooley and Lyman), MP 94.00 to MP 97.00 (Rockport area), MP 107.00 to MP 109.00 (just east of Marblemount), and MP 178.00 to MP 191.00 (Early Winters to Winthrop). Because many wildlife-related accidents are not reported by motorists to the appropriate authorities, the wildlife accident rate may be higher than reported.

Railroads

A Great Northern Railroad line was built parallel to SR 20 years ago to transport logs from logging areas near Concrete. Another line to the Skagit River (Ross Lake) Dam area was used to help construct Seattle City Light facilities. These railroad tracks are currently abandoned or inactive. The Diablo incline railroad, which ascends the side of Sourdough Mountain, is the last working portion of Seattle City Light's narrow gauge railroad.

Airports

Airports in the CMP area include the Concrete Municipal Airport on the west-side of the North Cascade Mountains, the Methow Valley State Airport/North Cascades Smokejumper's Base, and the Twisp Municipal Airport on the east-side of the mountains.

Non-Motorized Transportation Facilities

The SR 20 CMP area is widely used by bicyclists and bicycle touring groups. During the winter, when the mountain pass is closed, the pass area is used by snowmobilers and cross-country skiers. Pedestrian facilities generally exist only in the communities of Sedro-Woolley, Lyman, Concrete, Newhalem, Winthrop, and Twisp. On the east side, there is a fairly extensive off-road trail system in the Methow Valley. Numerous trails within National Park and Forest lands, as well as local and county trails, offer recreational opportunities for pedestrians and bicyclists.

Public Transportation

Skagit County Transit has a bus line that runs as far east as Newhalem. Buses make stops along the route, mainly in Sedro-Woolley, Lyman, Hamilton and Concrete, but there are no official bus turnouts. School buses also travel on the highway with the School are districts required to work with the WSDOT traffic operations group to formalize a school walking plan. At this time, the school districts within the SR 20 CMP corridor do not have formalized school walking plans. Public transportation is not offered on the east side of the corridor.

Maintenance Service Level

This section of SR 20 is maintained to a level appropriate to its function and location, and according to established criteria found in WSDOT's Maintenance Accountability Process (January 1998).

Roadside Classification

The 1996 *Roadside Classification Plan* was prepared by WSDOT to coordinate and guide the management and design of, and construction within, state highway right-of-way. The intent of the plan is to provide a common basis for roadside management decisions statewide, to ensure consistent treatment of state route roadsides, to facilitate environmentally compatible and cost-effective preservation and restoration of roadsides, and to improve the distribution of funds for such projects.

The roadside character classifications are divided into two categories: natural and built. Natural character refers to a landscape in which vegetation and landforms predominate and includes the classifications of forest and open. Built character indicates a landscape in which human elements are notable or predominant and includes the classifications of rural, semi-urban and urban.

The roadside classifications within the SR 20 CMP project area are primarily forest or rural with semi-urban designations in Winthrop and Twisp. A forest landscape is defined as predominantly natural or naturalized forest. A rural landscape is characterized by a intermix of built and natural or naturalized elements with the natural elements prevailing. A semi-urban landscape is defined as a landscape with a intermix of built and natural or naturalized elements with the built elements prevailing. Table 5 lists the roadway classifications throughout the corridor.

TABLE 5
ROADSIDE CLASSIFICATION

Milepost	Section Description
66.29 to 82.45	Rural
82.45 to 86.91	Forest
86.19 to 92.09	Rural
92.09 to 99.79	Forest
99.79 to 108.98	Rural
108.98 to 111.08	Forest
111.08 to 149.01	Rural
149.01 to 179.01	Forest
179.01 to 192.82	Rural
192.82 to 193.32	Semi-Urban - Winthrop
193.32 to 201.42	Rural
201.42 to 202.02	Semi-Urban - Twisp
202.02 to 204.09	Rural

The classifications are based on the percentage of natural and built elements within a view from the highway. The forest classification has the highest percentage of natural elements within a view from the highway. The rural classification has a high percent of natural elements with some built elements. The semi-urban has a high percent of built elements with some of the natural elements still remaining in the view. During the CMP process, many citizens and agency stakeholders questioned the designation of Concrete as "rural" rather than "semi-urban" and the designation of much of the National Park land as "rural", rather than "forested". WSDOT staff plan to reassess and update as needed the roadside classification of many state highways in the 2000 calendar year. SR 20 is included in the itinerary.

The three treatment tools to implement the treatment levels are landform, vegetation or structures. *Landform* includes soil, rock outcrops, and the surface and subsurface configurations of land. *Vegetation* includes protecting native vegetation and planting native plant material, or using other plant material that is adapted to roadside conditions and compatible with native species and the roadside character. *Structures* include noise barriers, utility structures, and retaining walls that are designed and located to reduce the contrast between the built and natural elements. The three treatment tools are used to achieve treatment strategies. The strategies include using vegetation, landform or structures to 1) enclose/screen, 2) expose, or 3) blend the roadside elements into a harmonious composition. The strategies are used in the design, construction and maintenance of the roadside to restore the roadside to the designated character classification and to satisfy roadside safety and operations management.

State Highway System Plan

The Washington State Transportation Commission, through the efforts of WSDOT, is meeting the future challenges facing the state's transportation systems by developing the *Washington Transportation Plan* (WTP) 1999-2018. This plan addresses the state-owned transportation facilities including state-owned airports, the Washington State Ferry system, and of course, state highways. The WTP also addresses non-state owned facilities which are vital to the entire transport system. Such facilities include transit agencies, freight and passenger rail, and port authorities.

The state-owned component of the WTP is commonly referred to as the *State Highway System Plan*, a document that is updated every two years. New service objectives are added or modified as conditions warrant. Conversely, when service objectives are met, existing programs may be reduced or eliminated. Proposed projects within the SR 20 CMP corridor are listed in the *State Highway System Plan*. The proposed projects include pavement overlays, replacement and repair of various bridges, realignment and guardrail improvements, (unfunded) proposals to study widening portions of the route, and (unfunded) proposals to provide adequate bicycle shoulders.

CHAPTER 9

TRANSPORTATION AND COMMERCE STRATEGY PLAN

TRANSPORTATION AND COMMERCE STRATEGY PLAN

The transportation and commerce strategies focus on providing a safe transportation corridor, offering a choice of transportation modes, and reducing the conflict between commercial traffic and non-motorized (pedestrians, bicyclists) users in the corridor.

Goal: Provide a multi-modal approach to safely and efficiently move people and goods while enhancing and conserving the aesthetic qualities of the North Cascades Highway corridor.

Objective: Provide safe facilities and opportunities for non-motorized traffic.

- Strategy: Seek to establish safe and continuous non-motorized pathways in the scenic highway corridor. These pathways could take the form of alternate routes on lower-volume county roadways (such as Goat Creek Road or Wolf Creek Road in the Methow Valley), county trails, jogging trails either within WSDOT right-of-way, or developed on adjacent land, and pedestrian bridges at key locations.
- Strategy: Encourage funding partnerships for safe non-motorized facilities and crossings of the highway.

Objective: Provide travelers with safe and convenient opportunities to remove their vehicles from the main flow of traffic by providing slow vehicle pullouts, passing lanes, rest areas, scenic viewpoints, turn lanes at major communities, and parking, where feasible.

- Strategy: Corridor communities and organizations shall seek additional funding to provide for improvements that are not programmed into the State Highway Systems Plan.
- Strategy: Encourage WSDOT and local communities to work with the Washington State Patrol to manage off-road parking areas effectively.
- Strategy: Support WSDOT in correcting highway geometrics where existing slopes, curves, flooding conditions, and intersections create undesirable conditions.

Objective: Enhance aesthetic features associated with the highway.

Note: This objective complements the Scenic Intrinsic Quality objective for managing roadside vegetation along the highway.

- Strategy: Encourage WSDOT, when reconstructing or replacing obsolete highway structures, to use materials and designs that reflect local character yet maintain WSDOT standards.
- Strategy: Encourage WSDOT to round slopes and stabilize slopes with appropriate vegetation when earthwork is proposed on highway projects.
- Strategy: Corridor communities and organizations shall seek funding to support WSDOT in providing roadside hardware that is aesthetically pleasing.
- Strategy: Seek innovative solutions and approaches to address aesthetics and funding of highway improvements.

Objective: Improve mobility and safety by encouraging public or private transit that minimizes the number of vehicles on the highway.

- Strategy: Corridor communities and organizations shall seek funding to develop shuttle service to events, key locations, and attractions.
- Strategy: Support extension/creation of public transit in the Upper Skagit and Methow Valley areas.
- Strategy: Support improvements to existing transit routes, services and facilities.
- Strategy: Encourage funding partnerships for improvements, creation, or extension of transit routes, services and facilities.

CHAPTER 10

PUBLIC PARTICIPATION PLAN

PUBLIC PARTICIPATION PLAN

Public Participation during the development of the CMP

Public participation is a key component during the development of a Corridor Management Plan (CMP). Since the planning effort for this CMP was initiated by the WSDOT, the department conducted the public involvement activities during the development of the CMP. The activities included workshops and open houses, a quarterly newsletter, meetings with a citizen committee, and a toll-free number.

Workshops and open houses

Three series of public workshops and open houses were held throughout the corridor during the development of the North Cascades Scenic Highway Corridor Management Plan.

The first series of public workshops were held in SR 20 communities in July 1996. The evening workshops were held at the Red Barn in Winthrop, Marblemount Community Club in Marblemount, Concrete High School in Concrete, and Sedro-Woolley Community Center in Sedro-Woolley. The CMP planning effort was introduced to the public and opportunities were offered to the communities to participate in the development of the Corridor Management Plan.

The second series of evening public open houses were held in February 1998 in the same locations as the July 1996 workshops. The public was able to review and comment on the inventory of the intrinsic qualities and related management plans, regulations and partnerships; tourism, marketing and economic resources; and the roadway. Participants at the open houses were able to provide comments by filling out a survey, writing comments on maps at display booths, and talking to Citizen Action Committee (CAC) members, WSDOT staff and Technical Advisory Committee members.

A third series of public open houses were held in the same locations as the previous meetings in October 1998 to provide the public the opportunity to review and comment on the strategies, objectives and goals in the Corridor Management Plan. Participants were able to review and comment on the draft CMP by filling out a survey or talking to CAC members or WSDOT staff.

Quarterly newsletters

A quarterly newsletter was started in the fall of 1996. The first newsletter successfully enlisted citizen volunteers to work on the development of the CMP. Six more newsletters were distributed in 1997 and 1998 to provide information on the development of the plan, to seek public input, and to announce public and committee meetings.

Citizen Action Committee and Technical Advisory Committee

Citizens throughout the corridor volunteered to work on the development of the CMP in response to the first newsletter. The WSDOT coordinated the selection of the citizen volunteers with the mayors and county commissioners within the corridor to form a Citizen Action Committee (CAC) in the spring of 1997. The CAC was composed of representatives from the six towns and three counties in the corridor. The committee members provided a diverse and balanced representation of public opinions.

The CAC held ten committee meetings to guide the development of the North Cascades Corridor Management Plan. Meetings were rotated between a west-side location at Seattle City Light's Currier Hall in Newhalem and a east-side location at the Mazama Community Club in Mazama. One meeting was held at the Forest Service Ranger Station near Skykomish on SR 2 when the pass was closed during the winter of 1997. The CAC meetings were open to the public. Invitations to attend the CAC meetings were sent to mayors, county commissioners, Technical Advisory Committee members, chambers of commerce, various organizations, media contacts and interested individuals.

A Technical Advisory Committee (TAC) composed of representatives from jurisdictions, tribes, agencies and organizations was formed in the spring of 1997 to provide technical assistance to the citizen committee and to review CAC proposals for regulatory compliance and fiscal viability. The TAC provided comments by writing or calling WSDOT and by participating at CAC meetings and public workshops and open houses.

Toll-free number

A toll-free number was established in the fall of 1996 to facilitate public input. This was a valuable public involvement tool as numerous citizens took advantage of the opportunity to provide comments by calling WSDOT using the toll-free number.

Public Participation during the implementation of the CMP

Public participation activities will be conducted by the Corridor Management Plan implementation organization described in chapter 11. Public involvement during implementation will include providing notice to the public of the planned yearly CMP implementation organization meetings and by seeking citizen involvement throughout implementation of the strategies.

CHAPTER 11

RESPONSIBILITY SCHEDULE

CMP IMPLEMENTATION ORGANIZATION/RESPONSIBILITY SCHEDULE

Corridor Management Plan Implementation Organization

The formation of a North Cascades Scenic Highway CMP implementation organization is vital for the successful implementation of the North Cascades Scenic Highway Corridor Management Plan.

The Citizen Action Committee proposed that the CMP implementation organization would consist of an informal coalition of corridor cities, towns and counties; tribes; agencies; utilities; citizen groups; community organizations, institutes, and foundations; businesses and business organizations; tourist organizations; commercial, timber, agriculture, and industrial companies; environmental, historical, cultural, and recreational organizations; individuals, and other stakeholders. WSDOT would be the liaison for signing and transportation strategies. Major agencies which have a vested interest in the corridor such as the United States Department of Agriculture Forest Service (USFS), the National Parks Service (NPS) , Seattle City Light (SCL), and Puget Sound Energy (PSE), as well as the counties and local communities, would be invited to be the liaisons for the intrinsic quality and interpretation strategies. Area chambers of commerce, economic development associations, and loop touring organizations would be invited to be the liaisons for tourism and marketing strategies.

Responsibility Schedule

The CMP implementation organization will hold yearly meetings to review the progress of implementing the strategies. The meeting at the fifth year will review if the strategies are still reflective of the current needs of the corridor. The CMP implementation organization can change the Corridor Management Plan by a two-thirds majority vote. The organization will determine which types of task forces are needed to implement the strategies and prioritize the implementation of the strategies.

Funding Plan

The success of the CMP depends on seeking and securing funds to implement the proposed strategies. Funding sources include:

1. TEA21 Grants
    - Surface Transportation Program (STP) - administered by WSDOT
        * Regional Allocation
        * Statewide Competitive
        * Enhancements
        * Railway/Highway Crossing (R/R)
        * Hazard Elimination
    - Bridge Replacement & Rehabilitation (BR) - administered by WSDOT
    - Emergency Relief (ER) - administered by WSDOT
    - Rail Programs (Freight & Passenger) - administered by WSDOT
    - National Scenic Byways Program
    - Congestion Management Air Quality (CMAQ)
    - National Recreational Trails Fund
2. Washington State Department of Transportation (WSDOT)

- Urban Bicycle Projects
- Regional Pedestrian Risk Projects
- School Traffic Safety Program

3. County Road Administration Board (CRAB)
   - Rural Arterial Program (RAP)
   - County Arterial Preservation Program (CAPP)
4. Transportation Improvement Board (TIB)
   - Transportation Improvement Account (TIA)
   - Small City Account
   - Pedestrian Facilities Program
   - City Hardship Assistance Program (CHAP)
   - Public Transit Systems Account
5. Community Economic Revitalization Board (CERB)
   - Rural Economic Vitality Program (REV)
6. Washington State Department of Community, Trade and Economic Development
   - Community Development Block Grant (CDBG)
   - Public Works Trust Fund (PWTF)
7. Washington State Historical Office
   - Capitol Heritage Program
8. Public Lands Highway Discretionary Program
9. Washington State Tourism
10. Hotel/motel tax distributions
11. US Forest Service programs
12. National Park Service Challenge Cost Share
13. Washington State Department of Fish & Wildlife
    - Fish Passage Barrier Removal and Habitat Restoration Program
    - Purchase of high-quality wildlife, habitat, and recreational access
14. Washington State Department of Natural Resources programs
15. Seattle City Light Relicensing / SEEC

APPENDIX A

EXISTING MANAGEMENT PLANS AND REGULATIONS

APPENDIX A
EXISTING MANAGEMENT PLANS AND REGULATIONS

The following tables list management plans, policies, and regulatory documents that currently are adopted by jurisdictions and agencies along the SR 20 corridor. *Italicized wording* reflects documents that are in the draft or development stage.

TABLE A-1
JURISDICTIONAL MANAGEMENT PLANS

Document/Policy Name	Jurisdiction	Year
City of Sedro-Woolley Comprehensive Plan	City of Sedro-Woolley	1998
Town of Hamilton Comprehensive Plan	Town of Hamilton	1995
Town of Concrete Comprehensive Plan	Town of Concrete	1998
Town of Winthrop Comprehensive Plan - the Transportation Element was updated in 1999	Town of Winthrop	1993
Town of Twisp Comprehensive Plan	Town of Twisp	1991
Skagit County Comprehensive Plan, Transportation Element	Skagit County	1997
Skagit County Shoreline Management Plan	Skagit County	1997
Whatcom County Comprehensive Plan	Whatcom County	1997
Methow Valley Comprehensive Plan	Okanogan County	1976
Mazama Area Master Plan (Upper Methow Valley Plan)	Okanogan County	1999
Okanogan County Comprehensive Plan, Parks and Recreation Element, Transportation Element	Okanogan County	1993
Zoning Code for the Methow Valley (Chapters 17.14, 17.19, and 17.20)	Okanogan County	N/A

TABLE A-2
AGENCY MANAGEMENT PLANS

Document/Policy Name	Agency	Year
County-wide Air, Rail, Water and Port Transportation System Study	Skagit County Sub-Regional Transportation Planning Organization	1996
Regional Transportation Plan	Skagit -Island Regional Transportation Planning Organization	1996
Regional Transportation Plan	North Central Regional Transportation Planning Organization	1998
Rasar State Park Management Plan	Washington State Parks and Recreation Commission	1997
Forest Resource Plan	Washington State Department of Natural Resources	1992

TABLE A-2 (continued)
AGENCY MANAGEMENT PLANS

Document/Policy Name	Agency	Year
Maintenance Manual - *currently being updated, last update was in 1989*	Washington State Department of Transportation	1989
Transportation Policy Plan for Washington State - Report to the Legislature	Washington State Department of Transportation	1995
Washington's Transportation Plan 1997-2016	Washington State Department of Transportation	1996
Roadside Classification Plan	Washington State Department of Transportation	1996
Scenic Byway Logo Signing Guidelines	Washington State Department of Transportation	1996
Integrated Vegetation Management for Roadsides	Washington State Department of Transportation	1997
State Highway System Plan 1999-2018	Washington State Department of Transportation	1997
Maintenance Accountability Process	Washington State Department of Transportation	1999
Roadside Manual	*Washington State Department of Transportation*	*1998*
Maintenance Water Quality and Habitat Guide	*Washington State Department of Transportation*	*1998*
North Cascades Joint Plan	National Park Service / USDA Forest Service	1975
North Cascades National Park Development Concept Plan	National Park Service	1986
North Cascades National Park General Management Plan	National Park Service	1988
Wilderness Management Plan	North Cascades National Park Service Complex	1989
Interpretive Prospectus	North Cascades National Park Service Complex	1990
Cooperative Agreement NPS #1443-CA9000-93-005 WSDOT #GC-9922	National Park Service / Washington State Department of Transportation	1993
Resource Management Plan	National Park Service	1994
Visual Guidelines for Ross Lake National Recreation Area	National Park Service	1995
National Wild and Scenic River Systems River Management Analysis-Skagit River	USDA Forest Service	1983
Okanogan National Forest Land and Resource Management Plan	USDA Forest Service	1989
Mt. Baker-Snoqualmie National Forest Land and Resource Management Plan	USDA Forest Service	1990
Highways Over National Forest Lands - Memorandum of Understanding	USDA Forest Service / Washington State Department of Transportation	1991
Record of Decision for Amendments to the Forest Service and Bureau of Land Management Planning Documents Within Range of the Northern Spotted Owl	USDA Forest Service	1994

TABLE A-2 (continued)
AGENCY MANAGEMENT PLANS

Document/Policy Name	Agency	Year
Bicycle Use Master Plan for State Route 20 - scheduled to be completed in 1999	*USDA Forest Service Mt. Baker-Snoqualmie National Forest / City of Seattle (Seattle City Light)*	*1998*
Skagit Wild & Scenic River Interpretation Plan - draft distributed April 1999	*USDA Forest Service Mt. Baker-Snoqualmie National Forest*	*1999*

TABLE A-3
UTILITY SETTLEMENT AGREEMENTS

Document	Organization	Year
Skagit River Hydroelectric Project No. 553 - Settlement Agreement on Recreation and Aesthetics	City of Seattle (Seattle City Light)	1991
Skagit River Hydroelectric Project No. 553 - Settlement Agreement on Cultural Resources (Archaeological and Historic Resources)	City of Seattle (Seattle City Light)	1991

The following table lists Washington State Code (WAC), Revised Code of Washington State (RCW), Code of Federal Regulations (CFR), and other codes that cover scenic byway planning.

TABLE A-4
WASHINGTON STATE AND FEDERAL CODES AND REGULATIONS

Code	Jurisdiction/Agency	Year
Title 23 USC Section 131 - Outdoor Advertising Signs	United States	
Title 23 USC Section 101 - Matching Funds	United States	
Title 42 USC 4321-4347 - NEPA	United States	1969
Americans with Disabilities Act (ADA)	United States	1990
Title 36 CFR, Parts 1-99	United States (equipment use in National Park lands)	1990
Title 36 CFR, Parts 200-297	United States (equipment use in US Forest Service lands)	1990
RCW Chapter 47.39 - Washington State Scenic and Recreational Highway Act, amended 1990 and 1993	Washington State	1967
RCW 47.42 Highway Advertising Control Act-Scenic Vistas Act	Washington State	1971
WAC 468-66 Highway Advertising Control Act	Washington State	

TABLE A-4 (continued)
WASHINGTON STATE AND FEDERAL CODES AND REGULATIONS

Code	Jurisdiction/Agency	Year
RCW Chapter 47.50 - Highway Access Management	Washington State	1991
RCW Chapter 35.76.060 - Bicycle Standards	Washington State	
WAC 468-34-330, 468-34-340 - Accommodation Utility Policy	Washington State	
RCW Chapter 36.70 - Growth Management Act	Washington State	
RCW 17.15 - Integrated Pest Management	Washington State	
RCW 47.40 - Roadside Improvement and Beautification, Adopt-A-Highway Program	Washington State	
RCW 43.216, WAC 197-11, WAC 468-12 - SEPA	Washington State	
RCW 17.10.145 - Noxious Weed Control	Washington State	
RCW 47.12.250 - Viewpoints, Rest Areas, Buffer Zones	Washington State	
RCW 19.27 and 70.92 - Barrier-Free Accessibility	Washington State	1969
WAC 468-51 - Highway access management access permits - Administrative process	Washington State	
WAC 468-52 - Highway access management - Access control classification system and standards	Washington State	
WAC 468-72 - Adopt-a-highway litter control program	Washington State	
WAC 468-95 - Traffic control devices	Washington State	

The following table lists strategy and management plans and documents that were developed by organizations along the SR 20 corridor. These plans are not regulatory

TABLE A-5
NON-REGULATORY PLANS BY COMMUNITY ORGANIZATIONS

Document	Organization	Year
A Vision for the Mazama Community	Mazama Advisory Committee	1993
Greater Concrete Area Community Revitalization Strategies & Action Plan	Concrete Economic Development and Resource (CEDAR)	1994

APPENDIX B

LAND USE

APPENDIX B
LAND USE

The State Route 20 North Cascades Scenic Highway begins at the eastern edge of Sedro-Woolley at milepost 66.29. According to Skagit County's Comprehensive Plan, the following land uses occur along the route:

TABLE B-1
LAND USE CATEGORIES

NATURAL RESOURCE LANDS	Agriculture
	Industrial Forest
	Secondary Forest
	Rural Resource
RURAL	Rural Reserve
	Rural Intermediate
	Rural Village
URBAN GROWTH AREAS	Incorporated and contiguous unincorporated areas
PUBLIC OPEN SPACE	Federal Parks and Recreation Areas
PUBLIC LANDS	National Forest and Federal Wilderness

Natural Resource Lands have been set aside for long-term, commercially significant agricultural, forest, and mineral resource use. Rural land designation is for rural uses that do not have long-term significance. Urban Growth Areas are lands that have been deemed as appropriate for urban growth through the year 2015.

TABLE B-2
LAND USE BY MILEPOST

Milepost	Land Use
66.29 - 66.89	Urban Growth Area
66.89 - 67.82	Agriculture (south) / Rural Reserve (north)
67.82 - 74.15	Rural Reserve
74.15 - 74.29	Incorporated Area – Lyman
74.29 - 75.16	Rural Reserve
75.16 - 76.99	Agriculture (south) / Rural Reserve (north)
76.99 - 77.53	Incorporated – Hamilton
77.53 - 78.43	Rural Resource
78.43 - 79.36	Agriculture
79.36 - 79.60	Rural Reserve
79.60 - 79.99	Rural Resource
79.99 - 82.13	Rural Reserve
82.13 - 82.98	Rural Resource
82.98 - 84.63	Rural Reserve
84.63 - 85.80	Agriculture (S) / Secondary Forest (N)
85.80 - 86.94	Rural Reserve
86.94 - 88.21	Urban Growth Area
88.21 - 89.82	Incorporated – Concrete
89.82 - 90.52	Secondary Forest
90.52 - 95.99	Rural Reserve

TABLE B-2 (continued)
LAND USE BY MILEPOST

Milepost	Land Use
95.99 - 96.99	Industrial Forest
96.99 - 97.37	Secondary Forest (south) / Industrial Forest (north)
97.37 - 97.99	Rural Village (south) / Secondary Forest (north)
97.99 - 98.04	Secondary Forest
98.04 - 98.50	Rural Reserve
98.50 - 99.21	Industrial Forest
99.21 - 100.01	Rural Reserve
100.01 - 101.60	Rural Resource
101.60 - 102.32	Rural Reserve
102.32 - 102.35	National Forest
102.35 - 103.40	Rural Reserve
103.40 - 104.00	Rural Intermediate
104.00 - 104.20	Rural Reserve
104.20 - 105.00	Industrial Forest
105.00 - 105.24	Rural Reserve (south) / Rural Resource (north)
105.24 - 106.15	Rural Village
106.15 - 107.30	Rural Reserve
107.30 - 108.30	Rural Resource (south) / Rural Reserve (north)
108.30 - 109.60	Rural Reserve
109.60 - 110.20	Rural Reserve (south) / Rural Resource (north)
110.20 - 110.60	National Forest (south) / Rural Resource (north)
110.60 - 112.00	National Forest
112.00 - 139.25	Wilderness /Park / Recreation Area

Between mileposts 116.49 to 145.46 is Whatcom County, although the land here is under the jurisdiction of the National Park Service (between mileposts 116.49 - 139.25), the U.S. Forest Service (between mileposts 139.25 and 145.46), and Seattle City Light (at the company towns of Newhalem and Diablo). From milepost 145.46 to 157.40 is Skagit County again, under U.S. Forest Service jurisdiction, and from milepost 157.40 to 162.54 is Chelan County. This small section of Chelan County is also under the jurisdiction of the U.S. Forest Service.

Beyond milepost 162.54 to the end of the scenic byway at milepost 204.09 is Okanogan County. Quite a bit of the route in Okanogan County is under the U.S. Forest Service's jurisdiction. Otherwise, the route is mostly part of the county's Methow Review District. The Methow Review District stipulates a 20-acre minimum lot size in the uplands and a 5-acre minimum on the valley floor. Incorporated areas exist at Winthrop (milepost 192.86 to 194.32) and Twisp (milepost 200.99 to 202.69). East of Twisp, from milepost 202.69 to 202.94, the south side of the

roadway is designated for Industrial use, while the north side allows for one dwelling per acre. From milepost 202.94 to 204.19, one dwelling per acre is allowed on both sides of SR 20.

APPENDIX C

EXISTING PARTNERSHIPS AND PROGRAMS

APPENDIX C
EXISTING PARTNERSHIPS AND PROGRAMS

The existing partnerships and programs that are in place to manage the North Cascades Scenic Highway and its resources are listed below.

Jurisdictions

Skagit County - Skagit County participates in the Timber, Fish and Wildlife agreement to cooperatively manage timber resources. The Surface Water Management Department of Skagit County works with a volunteer group on stream rehabilitation for fish passage. Skagit County's Parks and Recreation Department received a grant from USFS Mt. Baker-Snoqualmie National Forest for work on Pressentin, the new county park near Marblemount.

Whatcom County - The Whatcom County Noxious Weed Control Board has partnered with the National Park Service (NPS) to provide control of noxious weeds within National Park lands.

Okanogan County - Okanogan County provided assistance to the Friends of Washington Pass, Methow Institute Foundation and USFS Okanogan National Forest for work on the Summit House at Washington Pass. The Okanogan County Noxious Weed Control Board has partnered with the U.S. Forest Service (USFS) and NPS to provide control of noxious weeds within National Forest and Park lands.

Agencies

Washington State Parks and Recreation - The Parks department and WSDOT have a signing agreement for placement of roadside signs for state parks. An employee group, the Ranger Association, participates in WSDOT's "Adopt-A-Highway" program along SR 20.

Washington State Department of Natural Resources - DNR is responsible for regulating the forest industry on state and private lands. The department initiated the Timber, Fish and Wildlife agreement to cooperatively manage timber resources on public and private lands. The department works with a variety of interest groups to identify areas with unique resources for designation as Natural Area Preserves and Natural Resource Conservation Areas. Two designated natural areas within the SR 20 CMP project area include Illabot Creek and an eagle management area along the Skagit River between Concrete and Rockport. DNR also works cooperatively with counties to address land use and land use management issues, and with recreational user groups to maintain and enhance trails.

Washington State Department of Transportation - The department has agreements with the U.S. Forest Service and National Park Service for how WSDOT, USFS and NPS will maintain and manage the roadway and roadside, including vegetation management, noxious weed control and herbicide application, within National Forest and Park lands. WSDOT and USFS Mt. Baker - Snoqualmie National Forest have an agreement for bald eagle interpretative work at milepost 100. The corridor has numerous agreements for sharing of the right-of-way with utility companies (Seattle City Light, Puget Sound Energy) and to allow access to properties at multiple locations throughout the corridor. A variety of public and private organizations participate in WSDOT's "Adopt-A-Highway" program for litter and weed control. This program also allows for private sponsorship of contracts for litter control and roadside enhancements. WSDOT

encourages partnerships for roadside enhancements through the Adopt-A-Highway program and General Permits. Adopt-A-Highway participants for SR 20 within the project area (M.P. 66.29 to M.P. 204.09) include Sedro-Woolley Lions Club, Sedro-Woolley Kiwanis, The Harrell Company employees, Artic Alaska Fisheries Corporation, Independent Order of Foresters, Wildcat Steelhead Club, Tops #939 Concrete, Birdsview Grange #957, Concrete Civil Air, L.D.S. Sedro-Woolley, Puget Power-Baker River, Concrete Volunteer Fire Department, Concrete High School, Upper Skagit Bald Eagle Festival Committee, Buffalo Run Ranch, The Totem Restaurant/Lounge Motel, Clark's Cabins & RV Park, B.S.A. Troop 77, The Eatery Restaurant, Mountain Song Restaurant, Newhalem-Diablo Improvement, Washington State Rangers Association, Methow Valley Snowmobile Association, Methow Radio 106.3 KVLR, North Cascades Heli-Skiing Guides, Osprey River Adventures, The Chewuch Inn, Winthrop Ranger District, Mazama Country Inn, Sun Mountain Lodge employees, Early Winters Outfitting & Saddle, Mazama Community Church, Lautensleger Camping Clan, Whispering Rattlesnakes GC, Winthrop Realty, Inc., North Cascade Realty, Methow Valley Sports Trail Association (MVSTA), Winthrop Kiwanis, Methow Valley Citizens Council, and Methow Valley Lodge 240 F & AM.

North Cascades National Park - An agreement between the NPS and WSDOT defines how the roadway and roadside will be maintained and managed, including vegetation management, noxious weed control and herbicide application, within National Park lands. NPS also works with Whatcom County Noxious Weed Control Board for noxious weed control and management. A variety of public and private organizations, including the USFS, North Cascades Institute and Seattle City Light, coordinate with NPS on interpretation of resources.

USFS, Mt. Baker - Snoqualmie National Forest - An agreement between the USFS and WSDOT defines how the roadway and roadside will be maintained and managed, including vegetation management, noxious weed control and herbicide application, within National Forest lands. WSDOT and Mt. Baker - Snoqualmie National Forest have an agreement for bald eagle interpretative work at milepost 100. The Forest Service also manages the Eagle Watcher project in partnership with the North Cascades Institute and Washington State Department of Fish and Wildlife, and provides assistance to the Upper Skagit Bald Eagle Festival Committee. Mt. Baker-Snoqualmie National Forest awarded a grant to Skagit County's Parks and Recreation Department for work on Pressentin, the new county park near Marblemount. The North Cascades Institute and the Forest Service are coordinating the Skagit Watershed Education project. The Forest Service and Seattle City Light are working together on a variety of projects including the bicycle assessment needs study and recreational sites. Seattle City Light and the Forest Service also coordinate vegetation management. The Mt. Baker - Snoqualmie National Forest participates in the Timber, Fish and Wildlife agreement to cooperatively manage timber resources on public and private lands. The groups that participate in this voluntary agreement include representatives from the tribes, state and national governmental agencies, private forest industry, and environmental organizations.

USFS, Okanogan National Forest - An agreement between the USFS and WSDOT defines how the roadway and roadside will be maintained and managed, including vegetation management, noxious weed control and herbicide application, within National Forest lands. Noxious weed control is also coordinated with the Okanogan Weed Control Board. Okanogan National Forest-Methow Valley Ranger District has partnered with The Friends of Washington Pass and Methow Institute Foundation for the development of the Summit House at Washington Pass. The Methow Valley Ranger District also participates in WSDOT's "Adopt-A-Highway" program. The

Okanogan National Forest is involved in a number of different interpretation partnerships. The Northwest Interpretative Association provides funding for interpretation along the highway. The Straley family worked with the Forest Service to provide poetry signs along the highway. The Skagit Environmental Endowment Commission coordinated with the Forest Service to provide a kiosk at Rainy Pass and an interpretative site at Canyon Creek. The Forest Service, Pacific Watershed Institute, Arrowleaf and others are cooperatively providing interpretative signing and information near Early Winters Creek. Seattle City Light is coordinating with the Forest Service on providing a potable water source for bicyclists in the pass area and the Black Peak overlook project. The Forest Service has a Snowmobile Grooming Partnership. The Everett Mountaineers adopted and provides maintenance for the Blue Lake Trail. Skagit Audubon adopted and provides maintenance for the Ruby Creek Trail. The Methow Valley Sports Trail Association provides grooming of some ski trails. The Mountaineers and Pacific Crest Trail Association provide periodic trail maintenance.

Utilities

Seattle City Light - Seattle City Light is providing funding for a variety of scenic, recreational, historical, cultural, and interpretative projects required by the relicensing agreement. The company works cooperatively with the US Forest Service, National Park Service and WSDOT for management of resources such as vegetation management and roadway and roadside management. Seattle City Light also works in partnership with many other public and private organizations on numerous projects including providing a light for bicyclists at the tunnel, constructing a potable water source for bicyclists in the pass area, bicycle needs assessment project, and the Black Peak overlook project. The company also provides funding to the Skagit Environmental Endowment Commission (SEEC) for acquiring lands and other projects.

Community Organizations/Institutes/Foundations

Economic Development Association of Skagit County and Concrete Economic Development and Resources (CEDAR) - These two organizations partnered to develop community revitalization strategies and an action plan for the greater Concrete area. The CEDAR group is no longer meeting but other groups, such as the Upper Skagit Bald Eagle Festival Committee, are continuing work on the projects identified in the action plan.

Upper Skagit Bald Eagle Festival Committee - The Committee works cooperatively with USFS Mt. Baker - Snoqualmie National Forest and a variety of public and private organizations to provide interpretative opportunities for eagle watchers. Funding support for the festival has been provided in the past by SEEC.

Skagit Environmental Endowment Commission (SEEC) - The Commission receives funding from Seattle City Light for support of projects such as the kiosk at Rainy Pass, an interpretative site at Canyon Creek, and interpretation at the Upper Skagit Bald Eagle Festival.

Forest Concerns of the Upper Skagit (FOCUS) - FOCUS conducted a "Community Treasures Project" to identity features that are special to the local residents. The group promotes dialog about the community's future and seeks to discover common goals that provide sustainability in the Upper Skagit Valley.

Mazama Advisory Committee - The Committee developed "A Vision for the Mazama Community" to provide guidance to the enhancement, development, and conservation of local resources. The Committee recently conducted a survey of community values.

North Cascades Institute – The Institute provides classes that interpret natural history and partners with Seattle City Light and North Cascades National Park for the development of the Environmental Education Center at the Bradley Resort site on Diablo Lake. The Institute also partners with the USFS Mt.-Baker Snoqualmie National Forest for work on the Eagle Watcher project and the Watershed Education project.

Friends of Washington Pass - The Friends joined with the Methow Institute Foundation and USFS Okanogan National Forest - Methow Valley Ranger District for development of the Washington Pass Summit House. The Summit House will be an interpretative center dedicated to the spirit of mountaineering. Doug Kelbaugh of Kelbaugh, Calthorpe, and Associates designed the restroom reconstruction at Washington Pass in a 50-50 shared agreement with Okanogan National Forest.

Methow Institute Foundation - The Foundation joined with the Friends of Washington Pass and USFS Okanogan National Forest - Methow Valley Ranger District for development of the Washington Pass Summit House. The Foundation partners with public and private organizations to conserve open space and provides educational programs on the principals of conservation.

The Nature Conservancy - The Conservancy partnered with the Washington Department of Game (now called Department of Fish and Wildlife) to establish the Skagit River Bald Eagle Natural Area. The Nature Conservancy, local Audubon chapters, and the Oregon and Washington Bald Eagle Working Team, and Mt. Baker-Snoqualmie National Forest work cooperatively to develop recreation management strategies within eagle habitat areas.

Northwest Interpretative Association - The Association has partnered with the Okanogan National Forest to provide funding for interpretation along the highway.

Methow Valley Sports Trail Association (MVSTA) - The Association partners with public and private organizations to develop and promote environmentally sound recreation on and near trails in the Methow Valley. The Association also partners with the Okanogan National Forest to provide grooming of some ski trails.

Backcountry Horsemen - The Backcountry Horsemen partner with pubic and private organizations to provide maintenance of trails.

Methow Conservancy - The Conservancy provides educational programs in the Methow Valley and partners with landowners to develop private sector alternatives for conserving open space and habitat corridors.

Everett Mountaineers; Skagit Audubon; The Mountaineers; Pacific Crest Trail Association - These groups partner with USFS Okanogan National Forest for trail maintenance.

Corridor Business/Commercial/Industrial/Timber/Agricultural

Arrowleaf - Arrowleaf provided loans and funding for the Methow Conservancy. They provided funding for the Okanogan County GIS (Geographic Information System) mapping west of Winthrop. Arrowleaf also partnered with the MVSTA to provide many miles of trails for public use. Because a decision was made in December 1999 to not build the planned resort at Mazama, existing partnerships between the company and the USFS and Pacific Watershed Institute will likely cease soon.

Crown Pacific - Crown Pacific is involved in numerous partnerships including agreements with the Nature Conservancy and River Network. The company has sold lands to Seattle City Light and US Forest Service to provide wildlife habitat and elk management. Interpretation of the timber industry is provided through an educational program coordinated with elementary schools.

Lone Star Cement - Lone Star donated 10 acres to Concrete's Silo Park site and other park and river access sites.