A Highway *between* the Bays

A Management Plan for the State Route 105 Corridor

December 1998

Prepared for the Communities of the SR 105 corridor by the:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION with
Parametrix, Inc.
Pacific Rim Resources
Jones & Jones
Larson Anthropological Archeological Services Ltd.

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Dear SR 105 Stakeholder:

While the primary purpose of the Washington State Department of Transportation (WSDOT) continues to be moving people and goods safely and efficiently, more and more we are also working to make the most of transportation's role in economic development and quality of life for communities throughout the state. Through corridor management plans such as this one, we can look specifically at ways that transportation facilities and projects can coordinate with local development activities to support corridor communities.

State Scenic and Recreational Highways like SR 105 play an especially important role in developing and maintaining a healthy tourism economy—a critical element to the region. The SR 105 management plan tries to find a balance between improving SR 105 as a tourism corridor and maintaining the quality of life that residents value. And, of course, it strives to keep the highway functional for the seafood, timber products, shipbuilding materials, and agricultural products that are shipped along it and in support of local economies.

The ideas in this plan were developed through an extensive community-based process. These are your ideas, and WSDOT supports helping to make these ideas a reality. We looked to you, the corridor residents, to develop the ideas and directions to plan for and manage the highway. As you can see from the plan, some projects are traditional highway improvements, such as passing lanes or improved signs. There are also many projects that are less traditional transportation improvements, such as bike trails or tourist information kiosks or scenic viewpoints, that contribute to your vision for the future of your community.

Now for the difficult part. In an era of constrained funding for transportation improvements, WSDOT has to work hard to meet our core mission of providing a safe highway system. Funding for non-traditional improvements can be difficult to find, but there are a variety of funding sources that will be available if we work together.

This plan is an exciting roadmap to a prosperous and satisfying future for the SR 105 corridor communities. The challenge for all of us is to forge an effective partnership to bring the vision of this plan into reality. For our part, WSDOT accepts that challenge--we're looking forward to growing with you into the new century.

Sincerely,

Gary F. Demich, P.E.
Olympic Region Administrator

Donald R. Wagner, P.E.
Southwest Region Administrator

Enclosure

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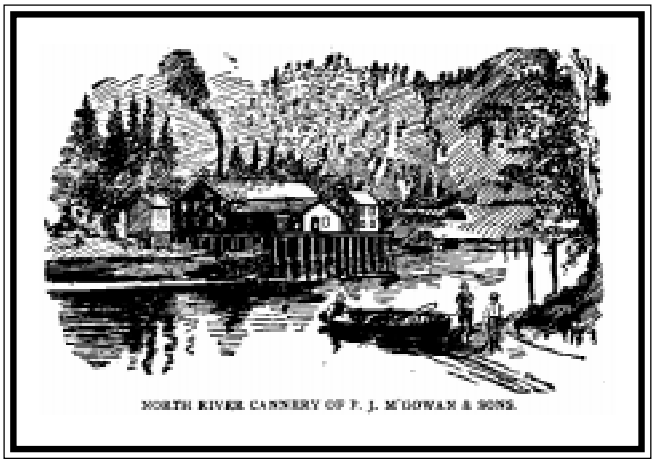
Planning for the Future of the SR 105 Corridor

Imagine visiting the State Route 105 corridor near the turn of the past century. A large salmon cannery sits on pilings on the North River, along with an active lumber mill. In Tokeland, several hotels, including one built in the shape of a beached ship, serve tourists coming to the region for holidays. The cannery at Warrenton employs dozens of diggers to harvest the razor clams along Pacific beaches. New cranberry picking machines are replacing traditional hand labor. The whaling station at Bay City is nearing the end of its operations but still supports an active whaling fleet. Timber from the uplands feeds mills in Raymond and Aberdeen, then the finished lumber is sent by ship or rail to markets on the east and west coasts.



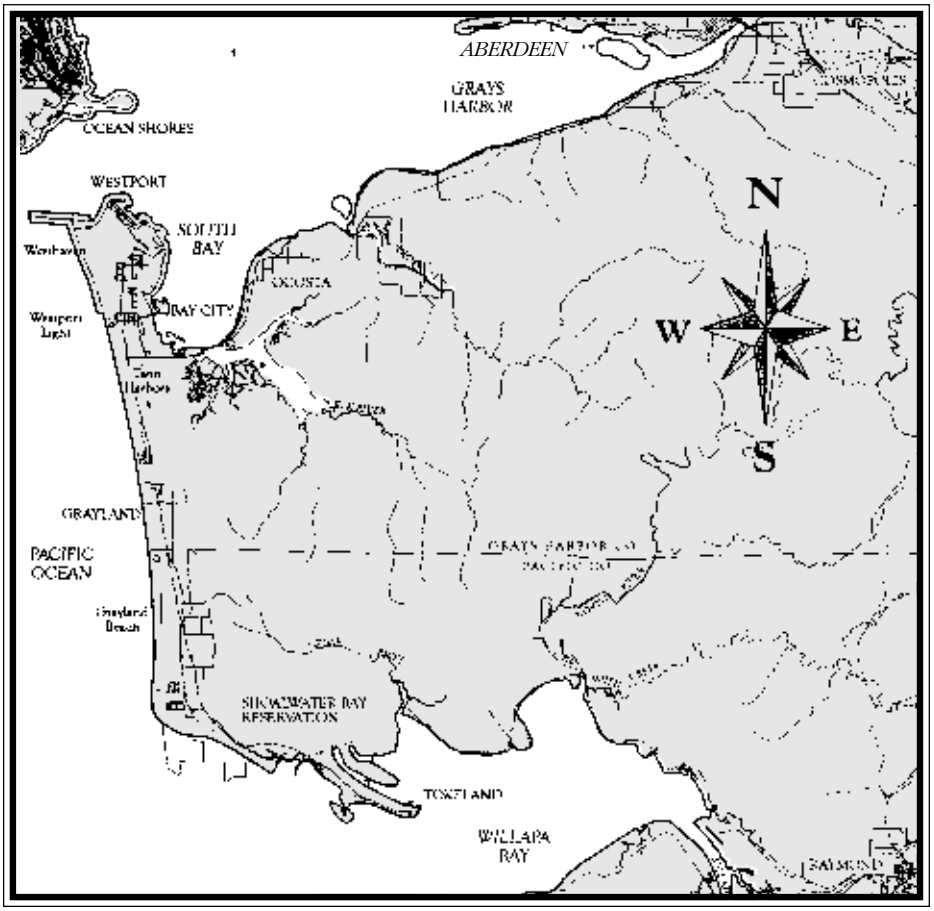
Now imagine half a century previously, when Native American villages still dot the coast and river and stream mouths. The large Native American settlements at Point Chehalis and Toke Point are major trading centers. It will still be more than a decade before George Brown becomes the first non-native settler in what will become Tokeland. Although it will be another ten years before either the Grays Harbor or Cape Shoalwater lighthouses are built, schooners push into Shoalwater Bay to buy oysters and cranberries for the San Francisco market, booming from the gold rush and new development in California.

This document looks at the changes the SR 105 corridor will face in the future:

- *The relationship between communities and the highway;*
- *What area residents have said they would like to see for the future of their communities; and*
- *How the highway can support residents' vision.*

For centuries, natural resources have been the foundation for the region's economy, whether for salmon fishing, clamming, whaling, cranberry harvesting, or, more recently, tourism. Today, although the ties between tourism and the region's natural resources are still in place, the balance has changed dramatically and is likely to continue to change in the future.

The outstanding natural resources of this unique landscape are still the foundation for a healthy, balanced economy. Today the cranberry industry, shellfish farming, crabbing, stream and watershed restoration, the harvesting of alternative forest products, and heritage and nature-based tourism are strong or emerging industries. However, change will certainly continue in the corridor, and residents will find new ways to live and make their livelihoods.



What is a Corridor Management Plan?

SR 105 is a transportation corridor, main street, and State Scenic and Recreational Highway. The Corridor Management Plan for SR 105 is an opportunity to look at all of the roles that the highway plays in the economic health and quality of life of corridor communities. The plan is a document of ideas for enhancement of the highway and for community development associated with the highway's different roles.

The primary purposes of the SR 105 Plan are to:

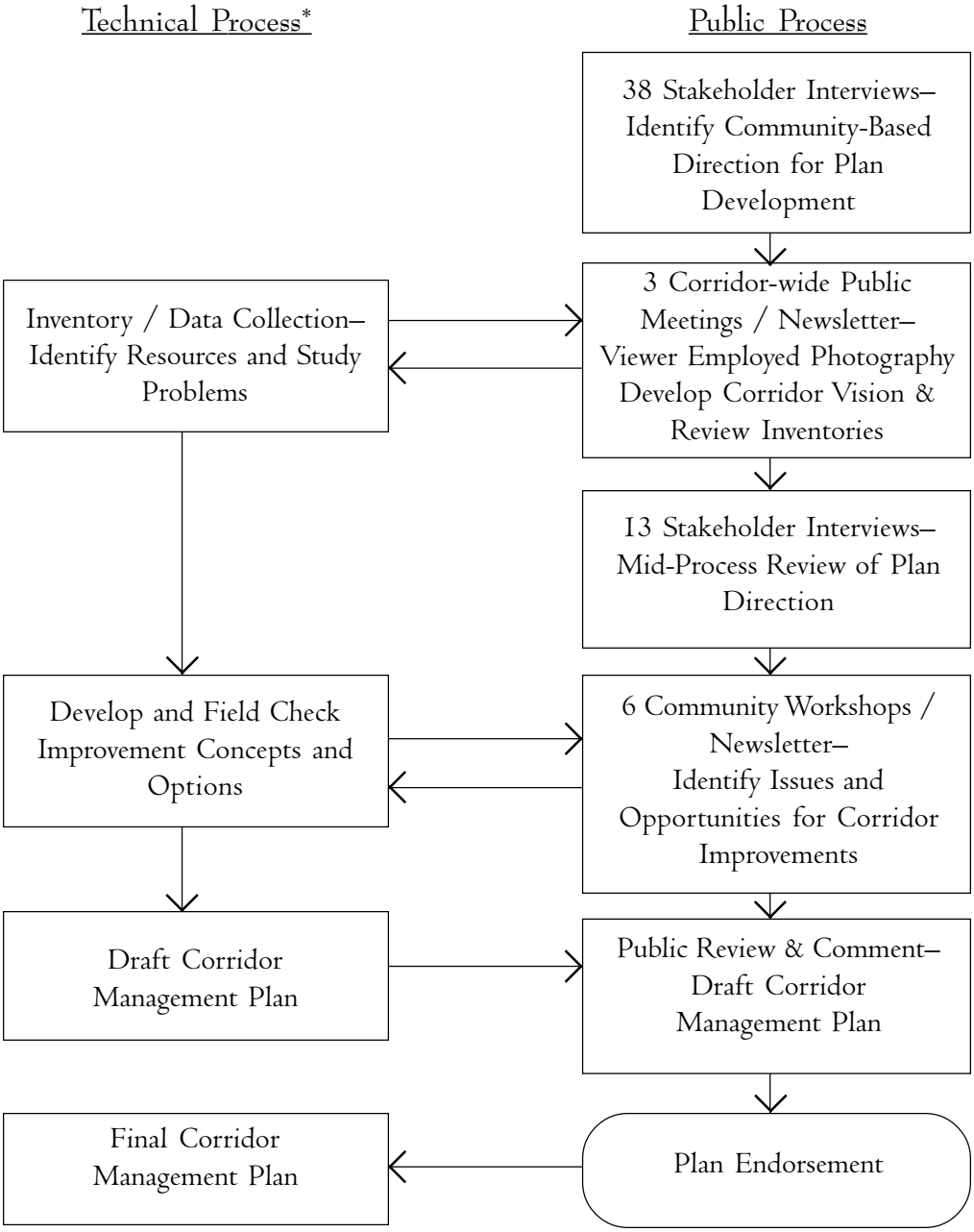
- Document community interest in corridor enhancement and guide enhancement projects;
- Promote partnerships for implementation of conservation and enhancement activities;
- Bring new resources to the corridor for project development and programs;
- Support application for National Scenic Byway or All-American Road designation if local jurisdictions choose to seek it; and
- Promote coordination between corridor residents, communities, and agencies in making decisions about important corridor issues.

The Corridor Management Plan encourages voluntary partnerships for enhancement projects. It does not increase state or federal involvement in local land use decisions.

One purpose that the Corridor Management Plan does not serve is to increase regulation along the corridor. The plan is intended to bring new resources into the region to work with existing jurisdictions and private landowners on an entirely voluntary basis:

- The SR 105 Corridor Management Plan will not change local land use authority or processes.
- The SR 105 Corridor Management Plan will not increase state or federal involvement in local land use decisions.
- Any actions or projects shown outside of the right-of-way are entirely voluntary. They may be implemented by local jurisdictions through their existing processes, or private landowners may choose to implement them, but the plan does not have regulatory authority.
- Local jurisdictions or private property owners will not be penalized if they choose not to implement actions described in the plan.
- Any property acquired for enhancements (not to be confused with WSDOT Improvement Program projects for safety and mobility needs) will not be acquired by condemnation. All property acquired to implement this plan will be by purchase or donation from a willing landowner.

SR 105 Corridor Management Plan Development Process



**A series of technical inventories and topic reports were developed as supporting documents for the SR 105 Corridor Management Plan. A summary of the technical documents can be found in the Resources section at the end of the plan.*

The Waters' Edge—

Celebrating a Unique Place & Unique Heritage

One of today's familiar sights in the SR 105 region is the graceful line of the Lady Washington as she sails the waters of Grays Harbor and the Pacific. The tall ship, a faithful replica of the ship sailed by Captain Gray during the voyage on which he first came to Grays Harbor, recalls an era of exploration and discovery of new peoples and places. Imagine the anticipation that Captain Gray's crew felt as they sailed the west coast, passing headlands and river mouths, each new view enlarging their picture of the world.

The Willapa River along SR 105

What Gray and his crew found, in the area that is now the SR 105 region, was a place where land and water met in estuaries large and small, forests rolled down hills to broad tidal mud flats, and the Pacific surf ran over wide, flat beaches. Willapa Bay and Grays Harbor, two of the largest estuaries on the Pacific Coast, are separated by only 20 miles of coastline. The SR 105 region is set between these two great water bodies, the highway running along forested hills, bay and harbor shorelines, and a narrow coastal strip tracing the edge of the sea. The story of the SR 105 region is the story of the two great bays that shape it and the ocean that connects them.

The Land & The Water

SR 105 follows a section of low forested hills extending to the Pacific. The region is surrounded by the constant flow of river and ocean currents—forming eddies that drop sand and silt, or flow in a slow but inexorable process that reshapes the landscape at the waters' edge. It is a region where river flows are confused and reversed by tidal changes, Pacific currents are hidden beneath swells and breaking waves, and rivers and ocean merge in estuarine bays. There is a slow and constant tug-of-war between two of the region's great rivers, the Willapa and Chehalis, and the currents of the Pacific Ocean.

While some areas of the Pacific Coast have well-defined edges between rocky shores and the sea, the lines between land and water are blurred in the SR 105 Region. Forested watersheds collect the coastal rains, feeding them into streams and wetlands. The beach strand dissolves into primordial swamp behind the dune lines as hidden ground water flows come to the surface, supporting first, native cranberry and cedar swamp and now, cultivated cranberry fields.

Native American canoe travelers on the shores of Willapa Bay

The Willapa and Chehalis Rivers feed into two of the largest estuarine bays on the west coast: Willapa Bay, shallow and complex as the river channel winds its way to the ocean mouth, and Grays Harbor, broad and deep with its complexity held nearer to shore.

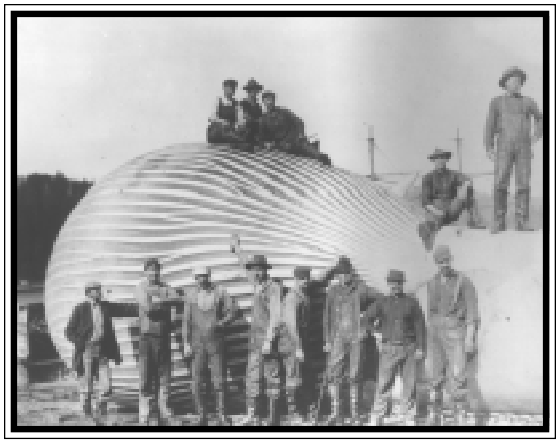
An early Willapa Bay oyster sloop

Broad flat beaches on the coast and tidal flats along the bayshores follow the edges of the SR 105 region. Changes in tides bring on dramatic transformations of the landscape, making the region seem an entirely different place between the tidal extremes. The intertidal zones of both the Pacific shoreline and the estuaries are some of the Northwest's richest life zones, supporting diverse ecosystems and contributing resources that have been vital to the region's cultural and economic development. These are the places for clams and oysters, shorebird feeding, and habitat for young salmon and great blue heron.

Roosevelt Elk and salmon both make a connection between the land and water– the elk migrating to the lowlands and estuarine marshes in search of winter food, the salmon following their migration from stream to estuary to ocean and then back for spawning.

Willapa Bay is the healthiest large estuary on the west coast. It is also a place of remarkable beauty, where shallow water slowly rises and recedes over mud flats in a constant interfingering of land and reflected sky. Along the region's north

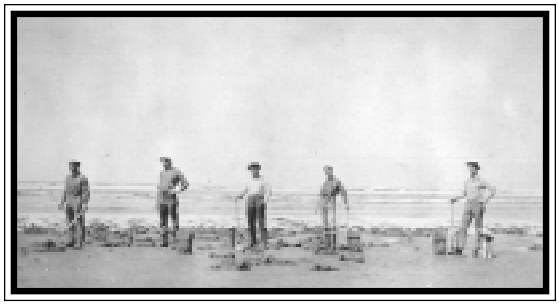
leg, the Elk River flows into the most ecologically intact estuary in the Pacific Northwest as it reaches Grays Harbor. The deeper shipping channels of Grays Harbor are bordered by wetland margins and the remnants of Native American salmon weirs, a reminder of the flow of fish that once was as pronounced as the ocean currents.



Whalers at the Bay City whaling station pose with a sei whale

Cultures at the Water's Edge

Native Americans made communities at the mouths of nearly every river and stream, building winter dwellings from the abundant cedar and spruce of the region's interior forestland. The abundance of habitats packed into this relatively small region provided an essential diversity of resources for food and other needs.



Commercial clam diggers on the Pacific beach, circa 1900

Salmon could be caught in shoreline weirs in Grays Harbor and Willapa Bay or as they entered the river mouths at the entrance to the upstream spawning grounds. Clams and oysters from the shorelines, and crabs, sea mammals, shorebirds, and other less abundant but diverse sources of food, could all be had at the waters' edge. Forestlands and the region's extensive wetlands were sources of plant materials for food and fiber. Historic camas meadows, now gone, provided staple root foods.

The SR 105 region was occupied by two Native American groups: the Lower Chehalis people, primarily along the Grays Harbor shoreline, and the Shoalwater Bay people along the northern shore of Willapa Bay, who were of Chinook, Chehalis, and possible Kwalhioqua ancestry. Both groups had extensive trading and social ties to other tribes throughout the region. Their largest village sites, at Point Chehalis and the Tokeland Peninsula, became the sites for some of the earliest and most extensive development in the region. These sites eventually became the communities of Westport and Tokeland.

Although Native Americans made a transition into the wage labor workforce as non-native settlement spread, treaty negotiations were only

partially successful in guaranteeing the region's Native Americans permanent places in the region's development. Non-native settlers were quick to transform the region's natural resources into commodities in the cash economy and often employed Native American residents to harvest the same materials that they had previously collected for their own use and trade. The Shoalwater Bay Reservation was established on Willapa Bay in 1866.

A crab party in Tokeland, circa 1910

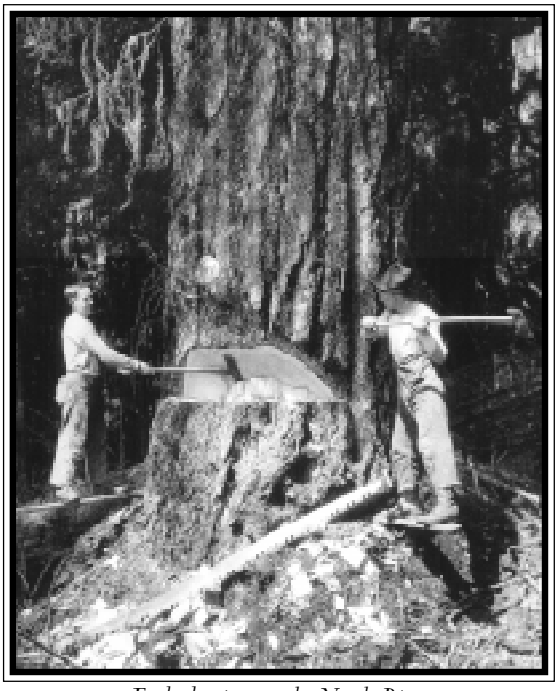
The unique natural resources of the SR 105 region have shaped the region's continuing cultural development. Local, community-based industries were built around the harvest of salmon, oysters, clams, marine mammals, cranberries, and timber. Changes in the external market for these products and cycles of overharvesting and diminished resources have caused ebbs and flows in each of these industries. However, except for the harvest of whales and sea-otter, all have continued to be important to the local economy and culture.

The highway winds through an upland section of the corridor

From early days the region has also been a draw for tourists traveling from throughout the Northwest to visit the ocean coast and bay shoreline. Arriving by train, horse-carriage, ferry or auto, tourists stayed at elaborate early hotels, played in the water, and took advantage of the region's abundant recreational opportunities.

The region's geography and natural resources defined its early economic development. The SR 105 region extends from the communities at the mouths of the region's two great rivers, the Chehalis and Willapa, to the mouths of their bays at the Pacific. Each location along the rivers played a different role in the historical development of the region.

Raymond and Aberdeen developed into industrial centers where timber was milled and shipped, commodities were loaded onto ships for trade, and the region's maritime industry was built. At the mouths of both harbors constantly shifting sands have made for dangerous shipping channels that have been the sites for many shipwrecks even into the modern era.



Early logging on the North River

These difficult entries into both ports led to the development of navigational aids including the region's two historic lighthouses, the lifesaving crews that were based at the mouth of each harbor, and the current U.S. Coast Guard base in Westport that continues to safeguard shipping traffic along the Pacific Coast and in the two bays.

The Westport Maritime Museum

The Region Today

Modern recreational travelers to the SR 105 region share some of the same anticipation that Captain Gray's crew felt as they were traveling along Washington's coast. They come to see new places, understand other ways of life, and make their own small discoveries in a landscape of constant change. They come here for the different experiences this region offers as a contrast to their everyday lives.

For residents of the region, the unique resources that draw travelers here from throughout the Northwest and the nation are the backdrop and substance of lives that could not be lived in quite the same way anywhere else. The pace and texture of local lifestyles are one of the region's most important characteristics.

Residents of the region are its caretakers and placemakers, and they are an integral part of what makes this place unique. Life in the corridor today has historical roots in the harvest and management of salmon, oysters, clams, crabs, cranberries, and timber. All are a part of modern life and will be a foundation for future lifestyles and communities.

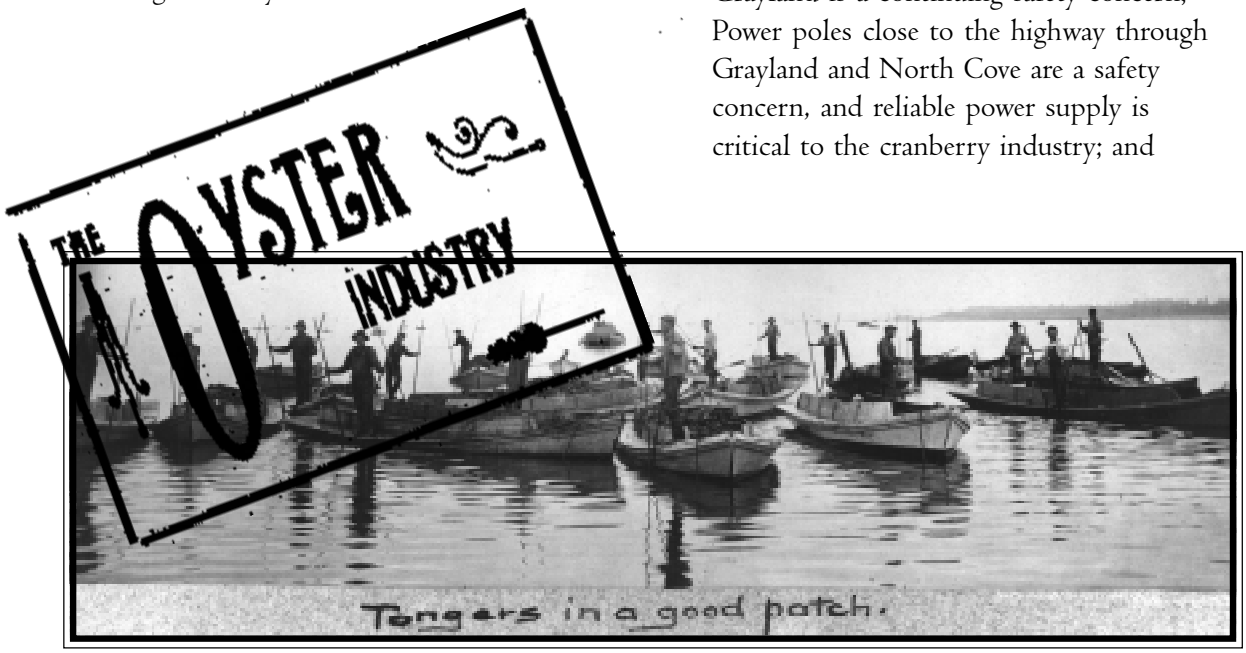
Relatively recent additions to the region—including Twin Harbors and Grayland State Parks, maritime museums in Westport and Raymond, the Westport Marina and dune trail, and smaller improvements scattered throughout corridor communities—have helped to support local lifestyles and welcome recreational travelers. They have also helped to maintain the connection between the region's past and the present. Continued work on projects like these will contribute to the conservation of the region's natural and cultural heritage, and maintain the foundation for a regional way of life.

Challenges for the Future

It is a dynamic time along the SR 105 corridor. The cranberry industry is thriving, and new approaches to tourism, such as whale watching in Westport, are beginning to catch on. The Shoalwater Casino is bringing new visitors into the region, and many other businesses are starting up or continuing their success. At the same time, as in many rural regions that have relied on natural resources for their livelihoods, some businesses are struggling to adapt to a changing economy.

In the near term, corridor communities are facing several important issues, including:

- Continued erosion of Washaway Beach threatens the highway, property, and nearby cranberry bogs;
- Stormwater on the highway through Grayland is a continuing safety concern;
- Power poles close to the highway through Grayland and North Cove are a safety concern, and reliable power supply is critical to the cranberry industry; and



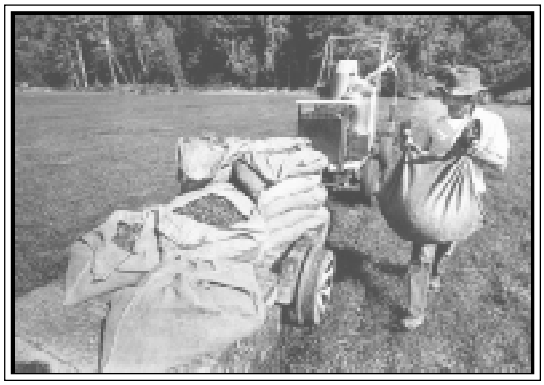
Oyster harvesting on Willapa Bay, circa 1910

- The new prison at Stafford Creek will introduce new traffic and development into the corridor along with new jobs.

Each of these issues may bring significant, and possibly unwelcome, change to the region. In each case, some activity is currently underway to find and implement solutions:

- The Corps of Engineers began, in summer 1998, to place rock groins at several locations along Washaway Beach and dredge the middle channel in Willapa Bay in an attempt to slow or stop shore line erosion. WSDOT constructed a dike in Willapa Bay to slow erosive currents and redirect them away from Washaway Beach.
- Grays Harbor County completed a Flood Hazard Reduction Plan which targets specific stormwater problems identified by a community focus group. Currently the County and WSDOT are collaborating to design and implement the projects identified in the plan. Drainage solutions need coordinated effort and voluntary participation of adjacent property owners—most of the solutions require drainage improvements outside of the right-of-way and outside of WSDOT's direct control. In addition, the Grays Harbor Water District No. I is planning to replace a water main under SR 105 through Grayland. Since this project will affect SR 105, there may be an opportunity to combine this project with other drainage and highway improvements.
- The PUD is currently planning to develop a new substation in Grayland. It may be possible to use this opportunity to relocate problem power poles.
- The recent agreement between the Friends of Grays Harbor and the Department of Corrections has resolved some of the concerns over the prison's impact on water quality and wetlands.

The Corridor Management Plan takes a long-term view for corridor development.

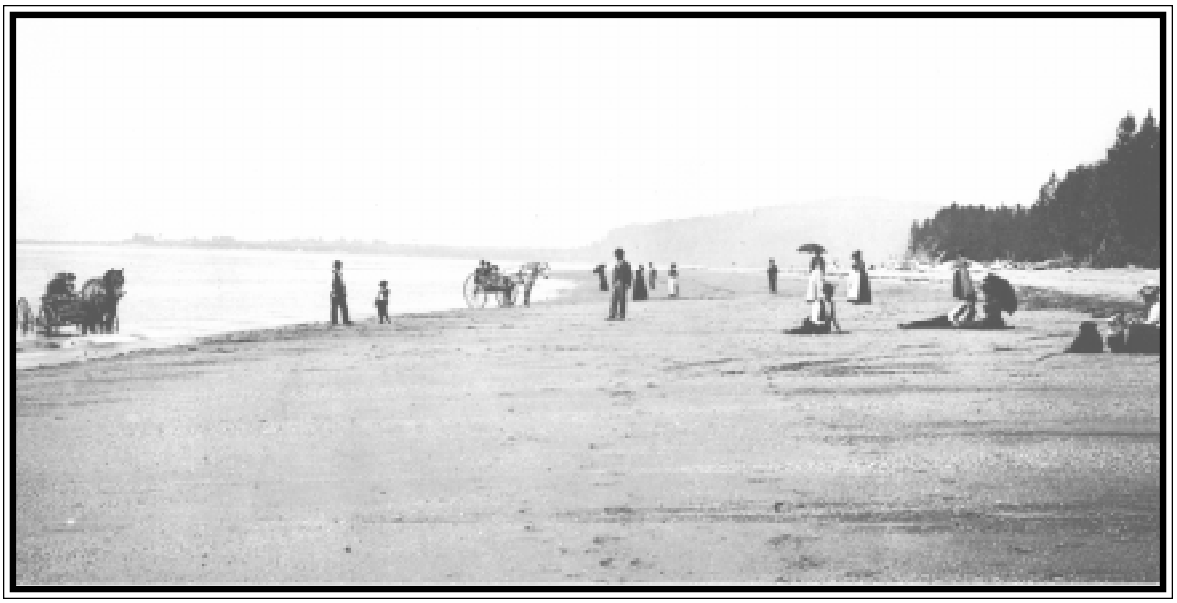


Cranberry harvesting in Grayland

For the longer term, residents and communities along the corridor continue to search for new opportunities to diversify their economic base. SR 105 has a role in supporting regional economic health. This is an opportunity for the highway to work better as a State Scenic and Recreational Highway and actively contribute to the health of the region's tourism economy.

Tourism has been important to the region's economy for almost 100 years. Today, the most apparent opportunity for the highway system to contribute to the region is as a better facility for tourists, with enhanced signs, viewpoints, interpretive displays, and information kiosks. Relatively low-cost projects, completed over time in a coordinated plan, could significantly improve the corridor. At the same time, these improvements could help maintain the region's quality of life by guiding tourists toward areas that have been developed to support tourism impacts and away from those that are not, and informing visitors about the unique and valuable resources of the region.

The projects and strategies described in the Corridor Management Plan are a combination of ideas: some that may already be in progress and new ideas from corridor residents that are consistent with an overall approach to corridor development. One of the primary purposes of this plan is to help communities find new ways to complete projects—by bringing partners with similar interests together to do projects, by pointing the way to grant funding sources, or both.



Tokeland beach scene, circa 1900

Corridor Vision and Goals

As developed by community participants

Corridor Vision Statement

"The State Route 105 corridor is a vital economic and community link for area residents and a tourist gateway to the natural and scenic resources of the region. State Route 105 passes through a series of wonderful and diverse landscapes such as forests, cranberry bogs, and historic seaports and settlements. The corridor also provides access to employment and services, the Pacific Ocean, bays, estuaries, and recreation centers. The SR 105 corridor is envisioned as:

- Providing safe and efficient traffic movement for all users through this rich landscape.
- Respecting and helping to showcase the natural, cultural, and historic resources of the corridor; and contributing to the enjoyment and enhancement of the scenic, natural, historic, recreational, and wildlife resources of the area for visitors and residents alike.
- Supporting and respecting the many livelihoods and communities which are intimately tied to the resources of the area.
- Providing linkages and accessibility for many different types of users, including persons in wheelchairs, bicyclists and pedestrians, in addition to personal and commercial vehicles. SR 105 also serves as a utility corridor."

Plan Goals and Objectives

During the public involvement process there was much discussion about community values and issues. This discussion is summarized below in the form of goal statements that lay out the key concerns and aspirations of participants in the planning process. They have been used to guide the development of action strategies and other corridor improvements.

Goal 1: Maintain the Waters' Edge Way of Life
The corridor has a historic and economic connection to the water for both recreational and employment purposes. The pace of life is slower and the area is generally uncrowded.

Goal 2: Welcome Visitors to the Region
Tourism is recognized as an increasingly important part of the local economy and should be encouraged in balance with the rural lifestyle and pristine natural resources. Visitors should be provided with the means to learn more about the region and its unique features.

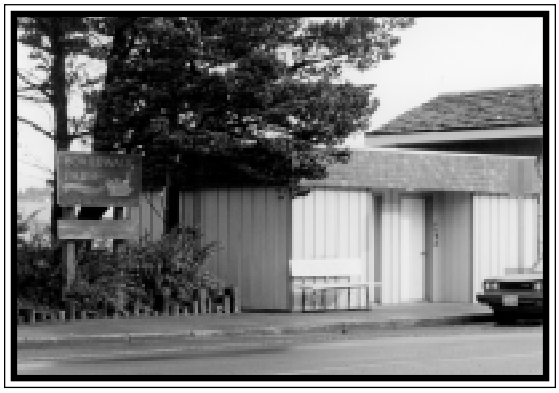
Goal 3: Tell the Stories of the Region
The region has a rich natural and cultural heritage. Visitors should be provided with the chance to see and understand natural areas within and along the corridor. Additionally, the corridor itself can be used as an interpretive opportunity for the ocean-based way of life.

Goal 4: Provide for a Safe and Pleasant Journey

Address public concerns about highway safety and capacity for both motorized vehicles and bicycles.

From Vision to Action

This plan is intended to foster independent and partnered efforts for corridor enhancement over the next 20 years and beyond. The challenge for the SR 105 corridor is to find strategies and projects to make the vision and goals a reality. At community meetings throughout the corridor, residents, jurisdictions, and agency representatives identified opportunities for projects and strategies to implement the corridor vision. Projects ranged from the development of view pullouts and intersection improvements to the development of new parks and areas for resource access.



Recently constructed public restrooms in South Bend

Ideas for corridor conservation and enhancement followed four major categories, or "enhancement themes," that are taken from the project goals. Each enhancement theme—Maintaining the Waters' Edge Way of Life, Making Visitors Welcome, Telling the Stories of the Region, and A Safe and Pleasant Journey—includes projects and strategies related to a key aspect of the corridor. The enhancement themes are discussed briefly in this section and described in more detail in Part 2.

The Department of Transportation can play a role in coordinating project development and may be a partner in providing partial funding, but it is unlikely that WSDOT can solely fund many of the projects described in the plan. Although corridor jurisdictions and agencies may support the completion of projects in the plan, most of the projects are currently not funded, and support of the corridor management plan does not commit potential partners to complete projects.

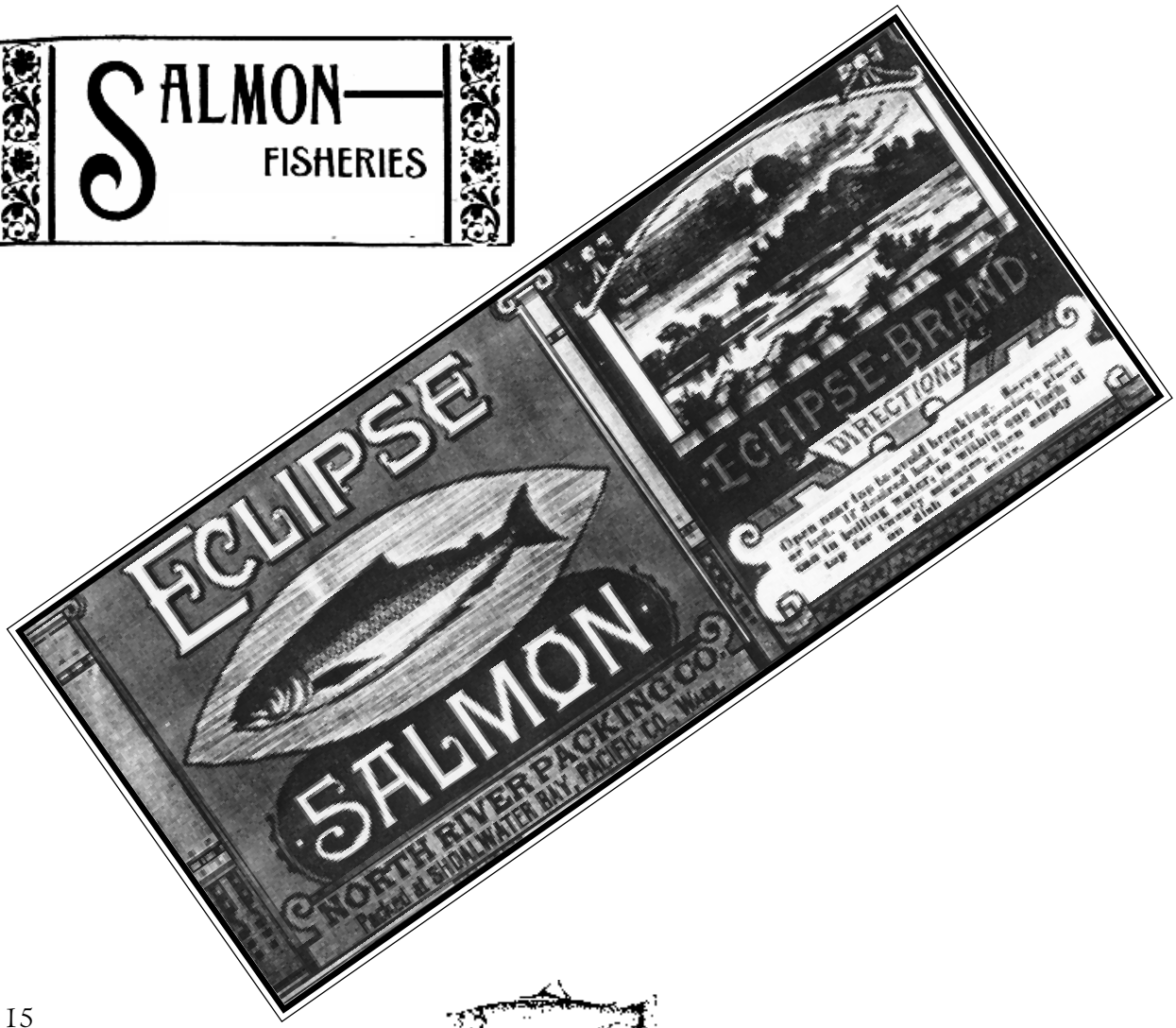
A coordinated effort between corridor jurisdictions, local interest groups, private sector stakeholders, and state and federal agencies is the most feasible approach to bring new resources into the corridor. The projects in the plan are intended to benefit the region's communities and will need community leadeship for implementation. Jurisdictions, agencies, civic groups, and

corridor residents all have potential roles to play in selecting and completing projects.

The types of projects described in the plan are eligible for grant funding from a wide variety of sources. Some of these, such as National Scenic Byway Program and Transportation Enhancement funding, are transportation-related and would include some involvement from WSDOT. However, there are other funding sources, such as Aquatic Lands Enhancement Act (ALEA) grants and Interagency Committee for Outdoor Recreation funding, available to communities that would only include WSDOT participation if the project directly affected the highway.

The following two pages introduce the enhancement themes. The next section, Part 2 of the Corridor Management Plan, takes a more thorough look at each of these enhancement themes and the specific projects that might support them.

Part 3 of the plan includes a broad strategy for marketing the corridor to travelers and supporting tourism development. This section also discusses possibilities for implementation of Corridor Management Plan projects.



Enhancement Theme: Maintaining the Waters' Edge Way of Life

Area residents value their way of life and the natural resources that support it. Whether residents are employed in an industry that relies on upland, wetland, marine, or estuarine resources or they have simply chosen to live in the region because of its sense of community and natural setting, there is a good life to be made in the region, and residents want to maintain what they value.

Specific strategies and action opportunities for this enhancement theme include:

- Opportunities for new or improved access to natural areas;
- Projects to build awareness and stewardship of watersheds, water resources, and water quality; and
- Projects to "put tourism in its place" by focusing tourism activities to reduce negative impacts on the region's quality of life.

Enhancement Theme: Making Visitors Welcome

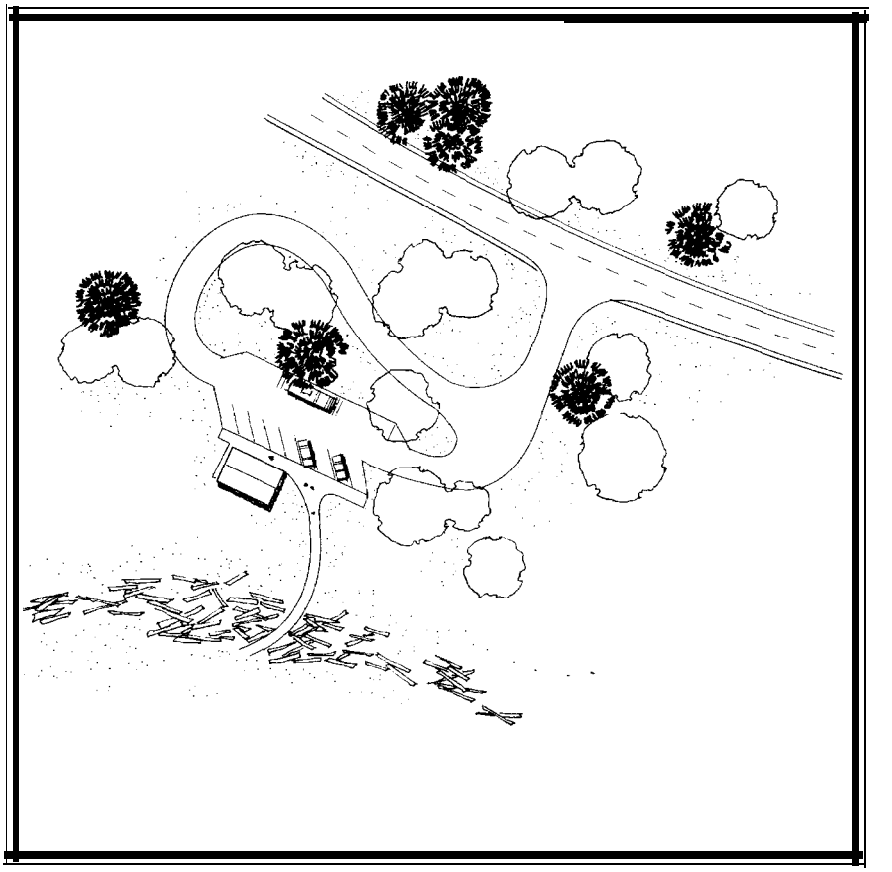
Tourism has both positive and negative effects on a region. Economically, tourism is an important contributor to a diversified economic base, contributing about $94 million per year to Washington's coastal areas. However, tourism can also put stresses on the highway and local road systems and interfere with residents as they go about their daily lives. Tourism development strategies need to enhance the positive economic benefits of tourism in the corridor, while avoiding negative physical and social impacts as much as possible.

Specific strategies and action areas for this enhancement theme include:

- Constructing viewpoints and turn-outs;
- Providing visitor information at visitor centers and kiosks;
- Improving signs guiding travelers to the SR 105 corridor;
- Improving signs identifying travel attractions along the corridor;
- Continuing billboard and off-premise advertising sign control; and
- Improving information about corridor festivals and other special events.

Part 2

Strategies & Projects



A Place Between the Bays

Corridor Enhancement Projects and Strategies

The SR 105 region is defined by its bays–Grays Harbor and Willapa Bay–and its relationship to the Pacific Ocean. It is, in the words of one community planning participant, one of the "best kept secrets" along the Washington coast. Along with Long Beach, Ocean Shores and the north beaches, and La Push/Kalaloch, the region is one of the few places in Washington where travelers can easily reach the Pacific shoreline.

The region has unique natural systems with numerous opportunities for eco-tourism. The region also has a rich heritage related to its location on the sea, including whaling, shipping, and aquaculture. Yet, despite the region's historic and natural attractions SR 105 communities are more out-of-the-way, secluded, diverse, and relaxed than most other coastal experiences in the western United States.

In the community meetings held to develop the Corridor Management Plan, residents, jurisdictions and agencies discussed their goals for the corridor and came forward with a variety of projects to support these goals. Chief among these goals were maintaining a small town/rural way of life, managing growth and change, and making visitors welcome.

This section of the plan takes a closer look at each of the four corridor enhancement themes, as well as projects and strategies that support them.

The ideas in this section are intended to support development that is right for the corridor–a natural extension of what is already working.

Change and growth are best when they happen slowly, piece by piece.

Maintaining the Waters' Edge Way of Life

In community planning meetings the residents of the region who helped develop the SR 105 plan spoke of the importance of the region's way of life. Residents valued aspects of the region that spoke to its many connections, including:

- Ties between lifestyle and livelihood.
- Ties between current residents and the region's history.
- Ties from neighbor to neighbor and community to community.
- Ties to the land and water and their natural systems.

An SR 105 Region residence

The strong ties between people, places, and community along the corridor are clear in residents' choices of livelihood, recreation, social activities, and community involvement. These most valued aspects of the region are working well, and they need to be nurtured and maintained.

The projects that are included in this section of the plan support the important connections in the region, especially recognizing the value that residents place on their ties to water-dependent resources of the ocean, bays, and bogs. They are projects that:

- Help conserve the natural resources that support the region's way of life,
- Provide new or improved places for corridor residents to maintain and celebrate their sense of community, and
- Provide new physical connections to the key resources of the corridor—shorelines, estuaries, rivers and streams.

The spirit of this section–to sustain and nurture the unique culture of the SR 105 region–is carried out in more than just the projects listed in this section. Nearly all of the projects in the plan were suggested by corridor residents and meet their vision for the region's future. That vision is for a place that develops new opportunities while maintaining its unique character.

Future improvements to the SR 105 corridor need to respect and maintain what's working now.

Corridor Enhancements for Maintaining the Waters' Edge Way of Life

Improved Resource Access

One of the key aspects of quality of life in the region is connection to natural resources. New or improved public access sites to the region's shorelines and waterways will help region residents benefit from the surrounding natural resources.

Recreation Opportunities

Recreation opportunities, including recreational sports fields, trails, boat launches, shellfish harvesting, fishing and others can be improved for local residents.

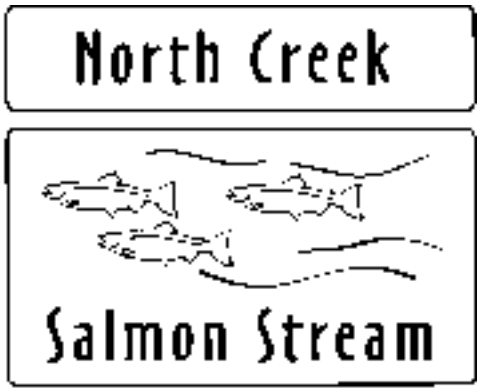
Access and facility development are both important to maintaining and improving local quality of life.

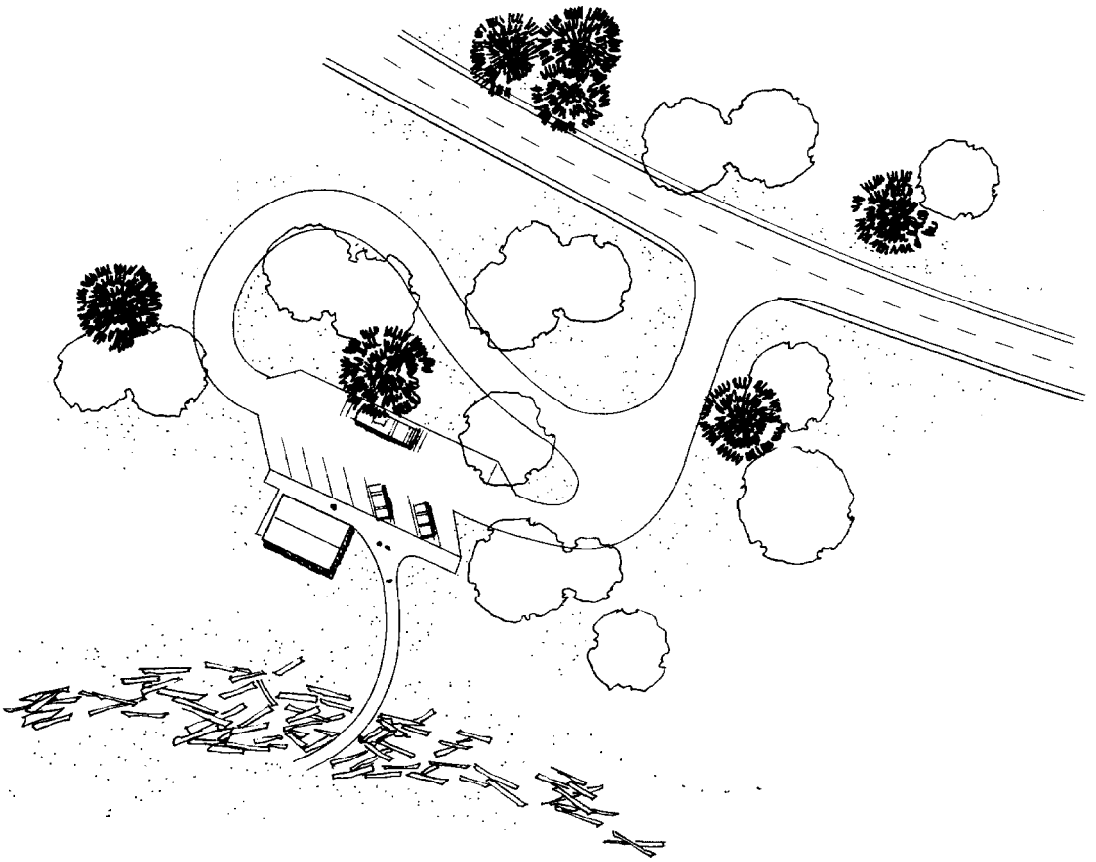
Tourism Focus Areas

Tourism is important to the regional economy, but it can have negative impacts on day-to-day life. Specific projects can focus tourism activities in areas that have the capacity to support them and reduce tourism impacts in areas that are not appropriate for visitors.

Natural Resource Awareness

Building awareness of the region's natural and cultural heritage can promote understanding and appreciation of the corridor's "natural infrastructure." Highway signs recognizing stream crossings, especially of salmon-bearing streams, can increase awareness and stewardship of these resources.





Washaway Beach Shoreline Access Concept

Washaway Beach is a popular location for both residents and visitors to the SR 105 region. Currently there are limited facilities at Washaway Beach access locations. A developed parking area with restrooms and trash receptacles would improve the opportunity to visit Washaway Beach and improve privacy for nearby residents. (This project would not be developed until after the beach is stabilized.)

A Safe and Pleasant Journey

Improvements with Funding Sources Identified, State Highway System Plan (1999-2018)

(1) **Milepost:** 30.28 – 30.29
Location: SR105/Westport Spur Intersection
Description: Intersection reconstruction – scheduled for October, 1999.
Funding: WSDOT – Safety
Possible Implementation Partners: WSDOT

(2) **Milepost:** 30.28 – 35.38
Location: Westport Spur/Schafer Road to Ocosta/Myrtle Road N.
Description: Intermittent passing lanes
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

(3) **Milepost:** 33.31 – 33.58
Location: Vicinity of Bay City
Description: Potential realignment
Funding: WSDOT - Safety
Possible Implementation Partners: WSDOT

(4) **Milepost:** 36.50 – 37.50
Location: Markham – Johns River vicinity
Description: Channelization
Funding: WSDOT – Safety
Possible Implementation Partners: WSDOT

(5) **Milepost:** 37.34 – 44.50
Location: Johns River Bridge to east of Chapin Creek
Description: Intermittent passing lanes
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

(6) **Milepost:** 40.50
Location: Near intersection with Gray Street
Description: Improve highway drainage structure to eliminate restriction to fish passage at this location.
Funding: WSDOT – Environmental Retrofit
Possible Implementation Partners: WSDOT

(7) **Milepost:** 47.16 – 47.29
Location: Calhoun Road vicinity to Coolidge Road
Description: Potential realignment or guardrail installation
Funding: WSDOT – Safety
Possible Implementation Partners: WSDOT

(8) **Milepost:** 47.66 – 48.76
Location: Boone Spur to US 101
Description: Realign junction, pending regional and local discussion
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

Improvements with No Funding Source Identified, State Highway System Plan (1999-2018)

△9 **Milepost:** 0.00 – 0.56
Location: SR 101 to Lombard Street
Description: Turn lane channelization
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

△10 **Milepost:** 5.00 – 21.00
Location: Various Locations
Description: Purchase of access rights
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

△11 **Milepost:** 16.00 – 27.50
Location: Washaway Beach
Description: New corridor and realignment, pending outcome of erosion containment.
Funding: WSDOT - Mobility
Possible Implementation Partners: WSDOT

SR 105 Corridor Management Plan Suggestions

◇12 **Location:** Entire corridor
Description: Designate SR 105 as the coastal extension of the cross-state bicycle trail and improve to minimum bicycle touring route standards.
Funding: WSDOT – Economic Initiatives, State Parks, City of Aberdeen
Possible Implementation Partners: WSDOT, State Parks, City of Aberdeen

◇13 **Milepost:** 18.60
Location: Tokeland Road intersection
Description: Review speed zoning and pedestrian amenities.
Funding: WSDOT, Shoalwater Bay Tribe
Possible Implementation Partners: WSDOT, Shoalwater Bay Tribe

◇14 **Location:** Tokeland Road
Description: Develop bicycle/pedestrian pathway from tribal center to Tokeland commercial center
Funding: Competitive transportation enhancements, local
Possible Implementation Partners: Shoalwater Bay Tribe, Pacific County

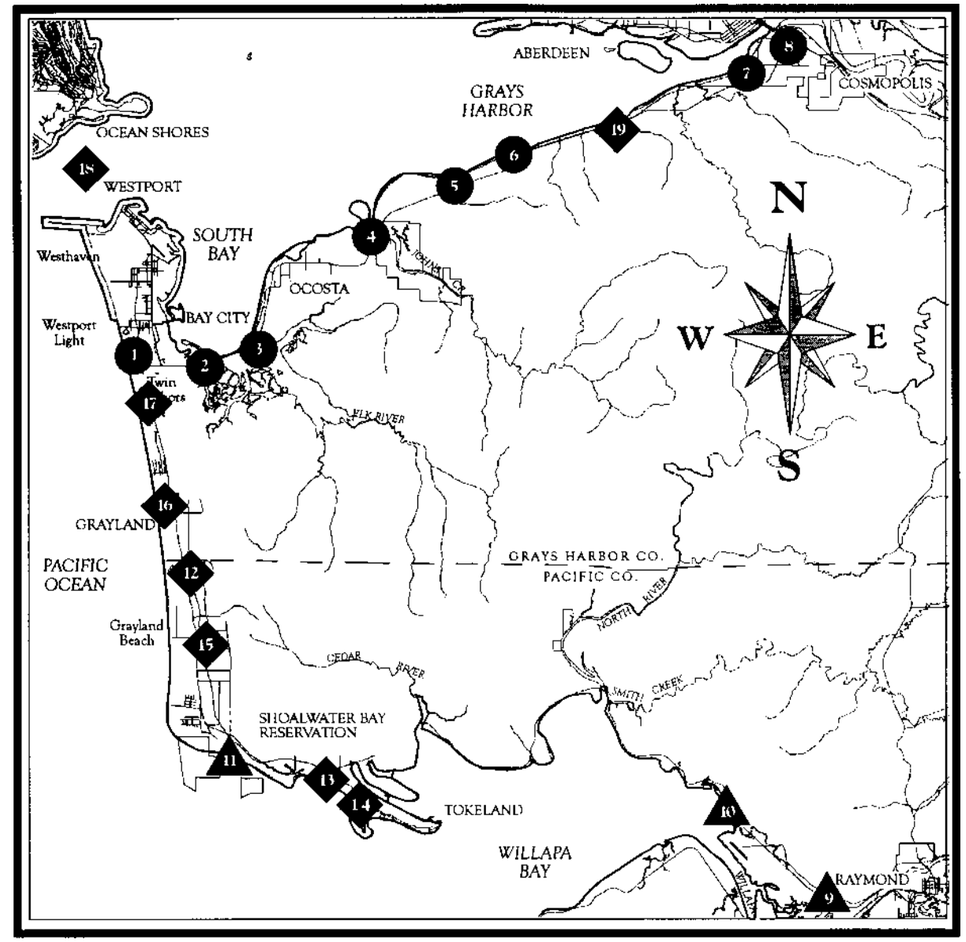
◇15 **Milepost:** Approx. 23.0 – 25.0
Location: North Cove to Grayland
Description: Explore options for utility pole undergrounding
Funding: WSDOT, Grays Harbor PUD
Possible Implementation Partners: WSDOT, Grays Harbor PUD, Grays Harbor Water District No. 1

◇16 **Milepost:** 25.35 – 30.28
Location: Grayland to Westport
Description: Develop partnerships and implement roadway drainage improvements as identified in South Coastal and Grayland Flood Hazard Management Plans.
Funding: WSDOT, private
Possible Implementation Partners: WSDOT, private, Grays Harbor Water District No. 1

◇17 **Milepost:** approx. 29
Location: Twin Harbors State Park
Description: Develop pedestrian bridge connecting campground to beach area.
Funding: State Parks
Possible Implementation Partners: WSDOT

◇18 **Location:** Westport to Ocean Shores
Description: Initiate car ferry service
Funding: Private, public
Possible Implementation Partners: Private, public

◇19 **Location:** Stafford Creek Prison Entrance
Description: Construct intersection with left turn channelization at prison access road.
Funding: Department of Corrections
Possible Implementation Partners: DOC, WSDOT.



A Safe and Pleasant Journey

● *Improvements with Funding Sources Identified, State Highway System Plan (1999-2018)*

▲ *Improvements with No Funding Source Identified, State Highway System Plan (1999-2018)*

◆ *SR 105 Corridor Management Plan Suggestions*

Making Visitors Welcome

Tourism is one of the region's clear opportunities for economic development and diversification. The challenge is to find the right way to develop tourism, so that residents and businesses can make the most of tourism's benefits and minimize tourism's impacts.

A past directional sign along State Route 105

During the community-based planning effort opinions and ideas were expressed which ranged from concern over altering the rural/small town way of life in the region to a recognition that corridor communities need an economic boost. For many, tourism was seen as a way of achieving, in part, that economic boost. But increased emphasis on tourism must be tempered with care for the region's fragile natural and social environment.

Tourism, like many of the other economic sectors in the SR 105 region, is resource-based. Like many other resource-based industries in the region, tourism has changed in response to changes in its resource base. In the past, the region relied on recreational sport fishing and clam-digging as primary draws for travelers. With the declining availability of those resources for harvest, businesses serving tourists are finding new ways to attract tourism.

Some, for example, are shifting to other resources, such as crabbing or fishing for bottom-fish. Others are marketing existing or new non-harvesting tourism activities, such as kite-flying, bicycling, surfing and whale watching.

Much of the recent activity in tourism development throughout the region has focused on nature-based tourism (also called ecotourism) and heritage tourism. Both of these markets are growing and could complement recreational tourism in the corridor. Nature-based and heritage tourism share the advantage that they are oriented toward understanding and valuing the natural and cultural resources of the region.

This section of the plan describes corridor improvements providing visitors with:

- Opportunities to enjoy the region's resources,
- Information they need to find their way and make short-term travel decisions, and
- Services they need, such as viewpoints or public restrooms, to make their trip enjoyable.

Tourism—done the right way—brings economic benefits without losing the character of the region.

Corridor Enhancements for Improving the Visitor Experience:

Visitor Information Centers

Visitor Information Centers are facilities that provide travelers with an introduction to the region and answer questions about services and attractions. Existing Visitor Information Centers in Raymond and Westport and a planned new facility in Aberdeen at the Aberdeen Landing project fill the current need for the corridor. These facilities will be important in any future coordinated marketing of the corridor.

Travel Information Kiosks

Travel information kiosks are freestanding structures located at viewpoints or pull-outs. Information included on kiosks will vary, but can include general orientation maps, information on hotels, campgrounds, and other tourist services as well as changing seasonal information such as calendars of festivals and events.

Viewpoints

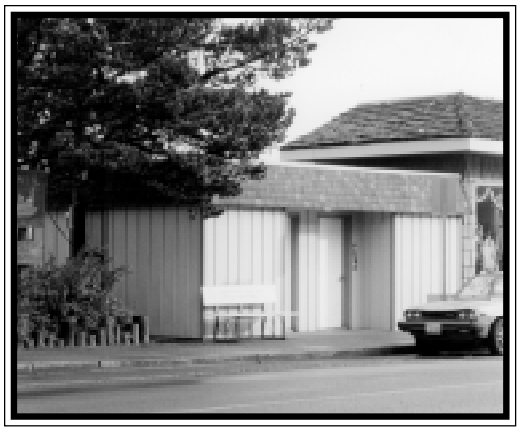
Viewpoints are typically pulloffs adjacent to the highway. They provide a place to stop safely, get out of your car, and enjoy the scenery. If the setting provides an opportunity, viewpoints may also be interpretive and recreational areas. When they are large enough, viewpoints can serve as slow vehicle pullouts. Considerations for siting viewpoints include the quality of the view, safe exit from and re-entry to the highway, and adequate space for parking and internal circulation.

Historic stone wall at a viewpoint overloooking the Pacific Ocean.

Corridor Enhancements for Improving the Visitor Experience (cont.)

Public Rest Rooms

Public rest rooms are very important to recreational and commercial drivers. They can also be magnets for new community development activities. Public rest rooms could be provided at a full rest area, as a small addition to an existing visitor center, or a chemical toilet at a boat launch site. Over the long term, maintenance of restroom facilities is a much higher cost than the initial construction.



Public restrooms in South Bend

Attraction Signs

Consistent, reliable use of attraction signs throughout the corridor will enhance the travel experience as well as provide an effective marketing tool for local businesses. It may be possible to include signing on Highway 101 to encourage travelers to take the coast route.

Private off-premises advertising along scenic highways is controlled by federal and state policies. As an alternative to these off-premise signs, the familiar blue and brown highway signs are available to advise travelers about travel-related services and major destinations, such as state parks or historical museums or area businesses that serve traveler needs. These signs are important to both the travelers that rely on them and the businesses that use them.

A concept for new beach signs along SR 105

Corridor Enhancements for Improving the Visitor Experience:(cont.)

Wayfinding Signing

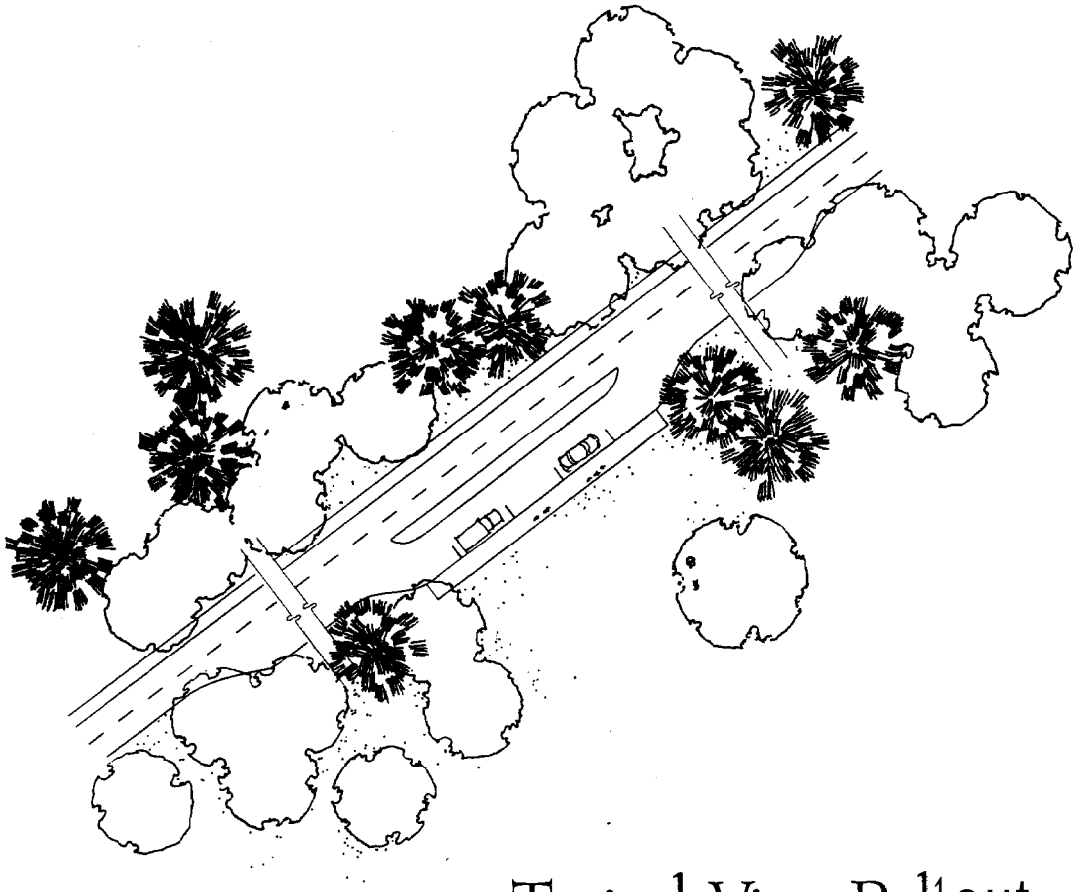
Wayfinding signs fulfill three important functions:

- Get travelers headed towards the right road;
- Reassure them they are on the right road; and
- Inform them of how far they are from major destinations.

Each of these functions is important to SR 105 and needs to be improved. Along a scenic and recreational highway route signs can also be used to display a corridor logo and contribute to the sense that the route is a unique destination with its own regional identity

A Coastal Corridor sign on US 101 near Olympia incorporates a route logo to identify the highway for travelers.

New direction signs in Raymond and Aberdeen could improve traveler information about using SR 105 as an alternative to US 101.



Typical View Pullout

Where there is enough space betwen the highway and the shoreline viewpoints such as the one above could be developed along Grays Harbor and Willapa Bay. Viewpoints are amenities for both visitors and residents, and they also can be effective slow-traffic pullouts also.

Making Visitors Welcome

1. **SR 105 Directional Signing from US 101 and SR 12**
   Location: Various locations in and around Aberdeen and Raymond.
   Description: There is an opportunity to improve the signs for directing travelers to SR 105 and to clearly indicate that SR 105 is a through route connecting Raymond and Aberdeen. The effectiveness of signing could be improved if coordinated with a logo and route name for the SR 105 corridor.
   Project Elements: Directional and logo signs.
   Possible Partners: WSDOT

2. **SR 105 Reassurance Signing**
   Location: Along SR 105, especially westbound from Aberdeen/Cosmopolis.
   Description: A combination of route signs showing the corridor designation, and mileage signs reassuring travelers they are heading towards their intended destination.
   Project Elements: Logo and information signs.
   Possible Partners: WSDOT

3. **Aberdeen Landing and the Grays Harbor Historic Seaport**
   Location: Aberdeen
   Description: This existing project can serve a valuable role as a visitor orientation facility to SR 105. The Grays Harbor Historic Seaport is an important tourism resource that should be included in SR 105 information and itineraries.
   Project Elements: Visitor information center, restrooms, interpretive displays and activities.
   Possible Partners: Private, City of Aberdeen, Port of Grays Harbor

4. **Aberdeen Sports Park**
   See under "Waters' Edge Way of Life," p.25

5. **Grays Harbor Viewpoints**
   Location: Several locations
   Description: Several locations along Grays Harbor provide the necessary space to develop roadside viewpoints.
   Project Elements: Acceleration and deceleration lane improvements, parking, interpretive displays.
   Possible Partners: WSDOT, Grays Harbor County, Port of Grays Harbor, potentially several state agencies.

6. **Johns River Watchable Wildlife Site**
   See under "Waters' Edge Way of Life," p.25

7. **Bay City Tourist Information Kiosk**
   Location: Several possible locations in or near Bay City.
   Description: Development of a tourist information kiosk and interpretive displays introducing travelers to the Westport/Grayland area, and interpreting Bay City's cultural history.
   Project Elements: Access improvements, parking, tourist information kiosk, interpretive displays.
   Possible Partners: WSDOT, Grays Harbor County, other state agencies, private

8. **Elk Watching Pullout at South Bay**
   Location: approx. MP 31.00
   Description: Viewpoint over East Bay, tidal flats, and seasonal elk grazing areas.
   Project Elements: Access improvements, parking, interpretive displays.
   Possible Partners: WSDOT, Grays Harbor County, Port of Grays Harbor, potentially several state agencies.

9. **Westport Tourism Signing**
   Location: Various locations along SR 105
   Description: Westport's travel attractions, including the Maritime Museum, the Grays Harbor Light, existing and proposed beach access locations, the observation tower, and the boardwalk, are difficult to find for first-time visitors. Improved signing could provide clearer direction to these features.
   Project Elements: Attraction signs, some possibly including an SR 105 logo.
   Possible Partners: WSDOT, Private

10. **Westport Viewing Tower Improvements**
    Location: Westport waterfront
    Description: This funded project will develop a picnic area and low viewing platform at the base of the existing viewing tower.
    Project Elements: Picnic tables, landscape improvements, accessible viewing platform at the breakwater.
    Possible Partners: Port of Grays Harbor, City of Westpor

11. **Twin Harbors Park Wetland Interpretive Trail**
Location: Twin Harbors State Park
Description: The backdune wetlands along SR 105 are a fascinating, but hidden, resource. An interpretive trail could provide the opportunity to experience these unique habitats and understand an important part of the corridor water cycle.
Project Elements: Directional signs, day parking, surface or boardwalk wetland trail, interpretive displays.
Possible Partners: State Parks, Dept. of Ecology, Private, other state agencies

12. **Twin Harbors State Park Visitor Information Center**
Location: State Parks parking and beach access area off Schaeffer Road at Twin Harbors State Park.
Description: This location provides the first Pacific coast access directly along SR 105 for southbound travelers, and is adjacent to the visitor resources of Twin Harbors State Park. A visitors center in this location could provide information on beach access and use, as well as other recreation, food, and lodging information. This would also be an opportunity provide a major public restroom facility for travelers, and to interpret the Pacific beach's natural and cultural heritage.
Project Elements: Visitors center building, expanded restrooms, interpretive materials, possible elevated viewing to provide sightlines over the dunes to the Pacific.
Possible Partners: State Parks, WSDOT, Local Juraisdictions, Private

13. **Cranberry Interpretive Area**
Location: Grayland adjacent to SR 105
Description: Visitors to the corridor are fascinated by Grayland's cranberry fields, but there are limited opportunities to see them from SR 105 and learn how they work. The fields are accessible from the backroads along SR 105, but tourist traffic on those roads is unsafe, and interferes with cranberry operations. This project would develop an interpretive wayside along SR 105 in one of the locations where the cranberry fields are visible from the highway. Interpretive displays would describe cranberry farming operations and history.
Project Elements: Improved access, parking, interpretive displays
Possible Partners: WSDOT, Private

14. **Washaway Beach Viewpoint**
Location: Approx. MP 20.00
Description: This existing pulloff offers spectacular views to the Pacific, but is too small to develop amenities such as restrooms. This site could be developed in coordination with a larger beach access project, described below to provide visitor access and services at Washaway Beach.
Project Elements: Improved access, interpretive display
Possible Partners: WSDOT, State Parks

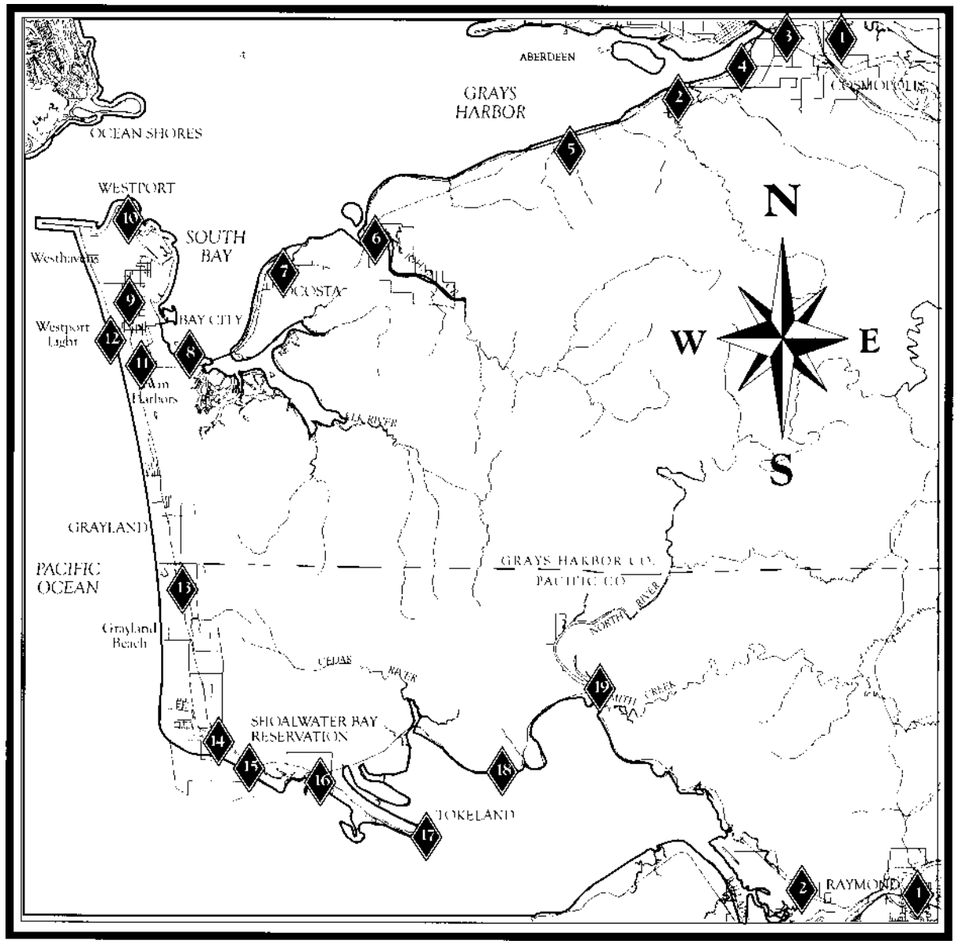
15. **Washaway Beach Beach Access and Visitor Information Site**
Location: MP 20.00
Description: Washaway Beach is an important visitor attraction, and the first real sand beach for travelers heading north along SR 105. This project would develop parking, restrooms, interpretive displays and beach access for day use along this section of the beach.
Project Elements: Access improvements, car and RV parking, restroom, interpretive displays, beach access.
Possible Partners: WSDOT, State Parks

16. **Shoalwater Bay Tribe Information Kiosk**
Location: Intersection of SR 105 and Tokeland Road
Description: The Shoalwater Bay Reservation and town of Tokeland are important visitor resources. This kiosk will provide visitor orientation information, and also provides an opportunity to interpret the culture and history of the Shoalwater Bay Tribe and Tokeland.
Possible Partners: Shoalwater Bay Tribe, WSDOT, Private

17. **Tokeland Fishing Pier / Boat Launch Improvements**
See under "Waters' Edge Way of Life," p. 25

18. **Willapa Bay Viewpoints**
Location: Various locations along Willapa Bay (approx. MP 9.20 & MP 5.00-6.00)
Description: Views over Willapa Bay are one of the highlights of driving SR 105, but there are few opportunities to stop safely along this stretch of the highway. Developed viewpoints could include tideland access if appropriate, and interpretive displays.
Project Elements: Access improvements, auto and RV parking, interpretive displays.
Possible Partners: WSDOT

19. **Smith Creek Boat Launch**
See under "Waters' Edge Way of Life," p.25



Making Visitors Welcome

12. **Twin Harbors State Park Visitor Information Center**— *See also under "Making Visitors Welcome," p.32*
Description: Indoor and outdoor interpretive displays complementing the shoreline location. Possible live docent interpretive programs, and hub for guided beach interpretive walks.
Interpretive Themes: Natural history and lifeways of the beach, dunes, intertidal zone, and nearshore ocean, including Gray Whale migration and ecology.
Supprting Stories: Intertidal zone life, traditional and present-day harvesting of intertidal animals. Dune formation and dynamics.

13. **Cranberry Interpretive Area**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive panels integrated into new wayside along SR 105.
Interpretive Themes: Lifeways, history.
Supporting Stories: History of cranberry harvest from native habitat to cultivation. Modern-day cranberry farming practices—what are visitors looking at and how does it work?

14. **Washaway Beach Viewpoint**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at Pacific Ocean viewpoint.
Interpretive Themes: Natural History, History
Supporting Stories: Ocean beach-building and erosion dynamics, historic development on Washaway.

15. **Washaway Beach Beach Access and Visitor Information Site**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at a proposed day use area near Washaway Beach.
Interpretive Themes: Natural History, Lifeways
Supporting Stories: Maritime travel and shipping and the mouth of Willapa Bay. First contact between Meares and local Native Americans.

16. **Historic Shoalwater/ Tokeland Interpretive Pamphlet**
Location: Shoalwater / Tokeland
Description: Interpretive booklet describing Tokeland's history and development.
Interpretive Themes: Lifeways, History
Supporting Stories: Native American Village Site, role of Chief Toke in early non-native interactions with native inhabitants, establishment of the Shoalwater reservation, historic lifesaving station, resource economies then and now, modern-day Shoalwater Tribe culture.

17. **Shoalwater Bay Tribe Visitor Information Kiosk**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive sign incorporated into proposed kiosk.
Interpretive Themes: History, Lifeways
Supporting Stories: History of habitation of Point Chehalis, from Native American village and trading center to modern-day Tokeland.

18. **Tokeland Hotel Interpretation**
Location: Tokeland peninsula
Description: Interpretive sign at the historic Tokeland Hotel
Interpretive Themes: History, Lifeways
Supporting Stories: History of the Tokeland hotel as a specific example of settlement, early contact period economy and lifestyle, Native American transition from subsistence to wage-based economy, and tourism on the Toke Peninsula.

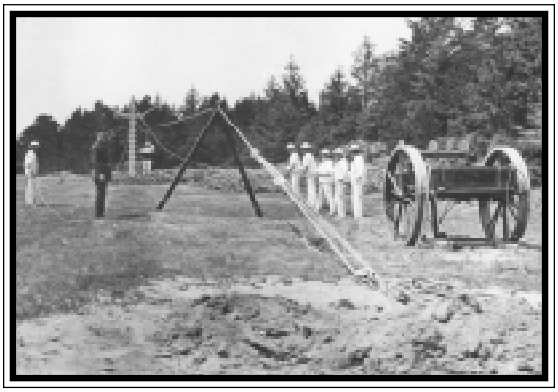
19. **Tokeland County Park**— *See also under "Waters' Edge Way of Life," p.25*
Description: Interpretive panels
Interpretive Themes: Lifeways, History
Supporting Stories: Lifesaving station and shipwrecks at the mouth of Willapa Bay.

20. **Tokeland Fishing Pier / Boat Launch Improvements**— *See also under "Waters' Edge Way of Life," p.25*
Description: Interpretive panel
Interpretive Themes: Natural history, lifeways
Supporting Stories: Natural history of Willapa Bay salmon runs, historic salmon harvest and processing, modern resource management.

21. **Willapa Bay Viewpoints**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at formal and informal viewpoints along Willapa Bay
Interpretive Themes: Natural History, lifeways
Supporting Stories: Shellfish ecology and harvest, intertidal zone ecology, *spartina* and other sustainability / ecological health issues.

Telling the Stories of the Region

For thousands of years people have been making their lives at this edge of the water and the land. Combining natural resources from the bays, the Pacific, the region's rivers and streams, and the forested hillsides, residents here have made lives very different from inland folk. For today's residents, the natural and cultural diversity of the region is a familiar day-to-day experience. For visitors to the corridor, the region is new and exciting, filled with the potential for discovery and understanding.



Life saving practice at North Cove, circa 1910

One of the most satisfying rewards of travel is to develop a better understanding of new places and the unique history and cultures of the people who live in them. Interpretation, whether through interpretive signs, museums, or other means, is a way to offer travelers a more satisfying experience. It is also a way to share knowledge about the region's unique resources and the interaction of the cultures that have grown here with those resources.

The Tokeland Hotel basket room, circa 1910

Interpretation promotes awareness and understanding of corridor resources, enhances the travel experience by deepening a visitor's understanding of the region, and in the best of cases, builds a connection between people and place—explaining what makes the region unique, and why it is important.

This section introduces two different parts of a regional interpretive approach. The first part is a way to organize and focus corridor interpretive stories. The "Interpretive Topics and Themes" sidebar following this section is a framework for presenting the stories of the corridor to visitors. Themes and story

topics aren't interpretive stories themselves; instead they describe a way to tell the stories of the region to reflect the values of corridor residents and the most important aspects of the region's resources.

The second part describes some of the tools that make sense for the beginning steps of an expanded corridor interpretive system. As in other sections of the plan, these tools include physical improvements for presenting interpretion to visitors–for example interpretive signs and kiosks.

Finally, the map following this section brings these two aspects of a corridor interpretive approach together by describing possible locations and interpretive topics for development.

All the varied relationships of water and land are distilled here, concentrated along a sixty mile stretch of highway.

Sea otter hunting platform along the Pacific coast

Interpretive Topics and Themes

Living at the Edge of Land and Water

Natural History of the Waters' Edge

The ecology and natural processes of the SR 105 Corridor

There's life in the mud—tideflats are a rich habitat.
Estuaries large and small play key roles in aquatic ecology.
The health of the water is tied to the land.
Salmon are a species that connect the water and the land.
Shorelines are dynamic—beachbuilding and erosion are natural processes.
A crooked path from the hillside to the sea—backdune wetlands are an important link in the water cycle.
Hidden habitats—backdune wetlands are a little-known, but unique and important habitat type.
Just a stop on the way—shorebird habitat for resident vs. migratory species.
Unwelcome visitors—spartina and green crabs are changing the region's estuaries.

Lifeways at the Waters' Edge

The interaction between the peoples and natural resources of the SR 105 Corridor

Ties between people and the land have shaped both cultures and ecosystems.
Wood, especially cedar, has been an essential material for housing and tools.
Seasonal migrations of salmon species have set the tempo for people's life here for thousands of years.
From gathering to farming, oyster harvesting has changed through time, but has always been an important part of life here.
Understanding of natural processes has changed through time, and ideas about resource management have also changed.
Natural resources are the foundation of the region's economy. Stewardship of these resources is necessary to maintain the region's ecological and economic health.
Cranberry harvest, like many other corridor resources, began as subsistence collection of a native resource, and has gone through a series of transformations.
Clamming has changed from an important economic sector along the coast to a recreational activity, but it remains a central part of coastal culture.
The region's setting at the mouths of Grays Harbor and Willapa Bay has made it a center for maritime-related activity–from lighthouses to lifesaving.
Salmon fishing has moved from harvest to hatcheries to watershed restoration.

Corridor Enhancements for Interpretation

Museums and Interpretive Centers

Museums and interpretive centers are important interpretive facilities in the region that tell stories in depth. They are also parts of their community, helping to maintain and promote regional heritage. Along SR 105 there are several existing interpretive facilities including the Westport Maritime Museum and the Willapa Seaport Museum in Raymond. Obtaining capital and operational funding for interpretive centers is usually an ongoing challenge.

Interpretive Kiosks or Signs

Kiosks and signs are useful ways to present information for a variety of settings. One advantage of signs and kiosks is the fixed presence to remind users of the value of the resource. Disadvantages to interpretive signs can include maintenance and vandalism problems and a lack of flexibility to change the interpretive message.

Interpretive Brochures

Brochures can be designed to interpret different types of resources, from the entire corridor to an individual trail. For SR 105, a region-wide brochure could help to reinforce the identity of the corridor. Advantages of brochures include low cost and the ability to interpret topics that aren't represented well by individual sites.

A carved totem is featured in an interpretive site developed by the Jamestown S'Klallam.

Telling the Stories of the Region

1. **SR 105 Interpretive Map & Brochure / Tape**
   Location: Entire corridor
   Description: A corridor-wide interpretive brochure providing an overall picture of the corridor and its natural and cultural heritage.
   Interpretive Themes: All

2. **Aberdeen Landing and the Grays Harbor Historical Seaport**
   Description: Interpretation either interior or exterior to the Aberdeen Landing Visitor information Center.
   Interpretive Themes: Lifeways & History
   Supporting Stories: Grays Harbor maritime industry, Lady Washington and Grays Harbor Historical Seaport.

3. **Aberdeen Sports Park—** ***See also under "Waters' Edge Way of Life," p.25***
   Description: Interpretive panels integrated into visitor information kiosk.
   Interpretive Themes: History, Lifeways
   Supporting Stories: Railroad development, historic recreation, Historic Aberdeen and Markham industrial development.

4. **Grays Harbor Viewpoints—** ***See also under "Making Visitors Welcome," p.32***
   Description: Interpretive signs at proposed viewpoint
   Interpretive Themes: Lifeways, natural history
   Supporting Stories: Grays Harbor salmon natural history, fish weir technology developed by Native Americans and adopted by non-native settlers.

5. **Johns River Watchable Wildlife Site—*See also under "Waters' Edge Way of Life," p.25***
   Description: Interpretive panel at the existing Watchable Wildlife Area. Potential for self-guided land and water interpretive trails with pamphlet.
   Interpretive Themes: Natural History, lifeways
   Supporting Stories: Management of the John's River Wildlife area for waterfowl habitat.

6. **Bottle Beach State Park—*See also under "Waters' Edge Way of Life," p.25***
   Description: Interpretive signs at improved parking lot, site-specific interpretive pamphlet.
   Interpretive Themes: Natural History
   Supporting Stories: Shorebird species and life history, erosion and shoreline processes, intertidal habitat.

7. **Bay City Tourist Information Kiosk—*See also under "Making Visitors Welcome," p.32***
   Description: Interpretive signs developed along with visitor information kiosk
   Interpretive Themes: History, Lifeways, Elk River NRCA
   Supporting Stories: Bay City Whaling Station

8. **Elk Watching Pullout at South Bay—** ***See also under "Making Visitors Welcome," p.32***
   Description: Interpretive panel at a new wayside overlooking South Bay.
   Interpretive Themes: Natural History, Lifeways
   Supporting Stories: Elk natural history and seasonal migration, living with elk

9. **Westport Maritime History Trail—*See also under "Waters' Edge Way of Life," p.25***
   Description: Pamphlet to support walking tour, supported by interpretive signs at selected sites.
   Interpretive Themes: History, Lifeways
   Supporting Stories: History of habitation of Point Chehalis, from Native American village and trading center to modern-day Westport. History of Fort Chehalis. Coastal navigation, shipwrecks and lighthouses.

10. **Westport Viewing Tower Improvements—** ***See also under "Making Visitors Welcome," p.32***
    Description: Interpretive signs integrated into day-use improvements
    Interpretive Themes: Lifeways, Natural History
    Supporting Stories: Fishing fleet and practices, grey whale natural history and migration, historic sea otter hunting.

11. **Twin Harbors Park Wetland Interpretive Trail—*See also under "Making Visitors Welcome," p.32***
    Description: The backdune wetlands along SR 105 are a fascinating, but hidden, resource. An interpretive trail could provide the opportunity to experience these unique habitats and understand an important part of the corridor water cycle.
    Interpretive Themes: The water cycle, dune ecology, wetland natural history
    Supporting Stories: Development of the Grayland ditches, habitat and cranberry growing

12. **Twin Harbors State Park Visitor Information Center**— *See also under "Making Visitors Welcome," p.32*
Description: Indoor and outdoor interpretive displays complementing the shoreline location. Possible live docent interpretive programs, and hub for guided beach interpretive walks.
Interpretive Themes: Natural history and lifeways of the beach, dunes, intertidal zone, and nearshore ocean, including Gray Whale migration and ecology.
Supprting Stories: Intertidal zone life, traditional and present-day harvesting of intertidal animals. Dune formation and dynamics.

13. **Cranberry Interpretive Area**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive panels integrated into new wayside along SR 105.
Interpretive Themes: Lifeways, history.
Supporting Stories: History of cranberry harvest from native habitat to cultivation. Modern-day cranberry farming practices—what are visitors looking at and how does it work?

14. **Washaway Beach Viewpoint**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at Pacific Ocean viewpoint.
Interpretive Themes: Natural History, History
Supporting Stories: Ocean beach-building and erosion dynamics, historic development on Washaway.

15. **Washaway Beach Beach Access and Visitor Information Site**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at a proposed day use area near Washaway Beach.
Interpretive Themes: Natural History, Lifeways
Supporting Stories: Maritime travel and shipping and the mouth of Willapa Bay. First contact between Meares and local Native Americans.

16. **Historic Shoalwater/ Tokeland Interpretive Pamphlet**
Location: Shoalwater / Tokeland
Description: Interpretive booklet describing Tokeland's history and development.
Interpretive Themes: Lifeways, History
Supporting Stories: Native American Village Site, role of Chief Toke in early non-native interactions with native inhabitants, establishment of the Shoalwater reservation, historic lifesaving station, resource economies then and now, modern-day Shoalwater Tribe culture.

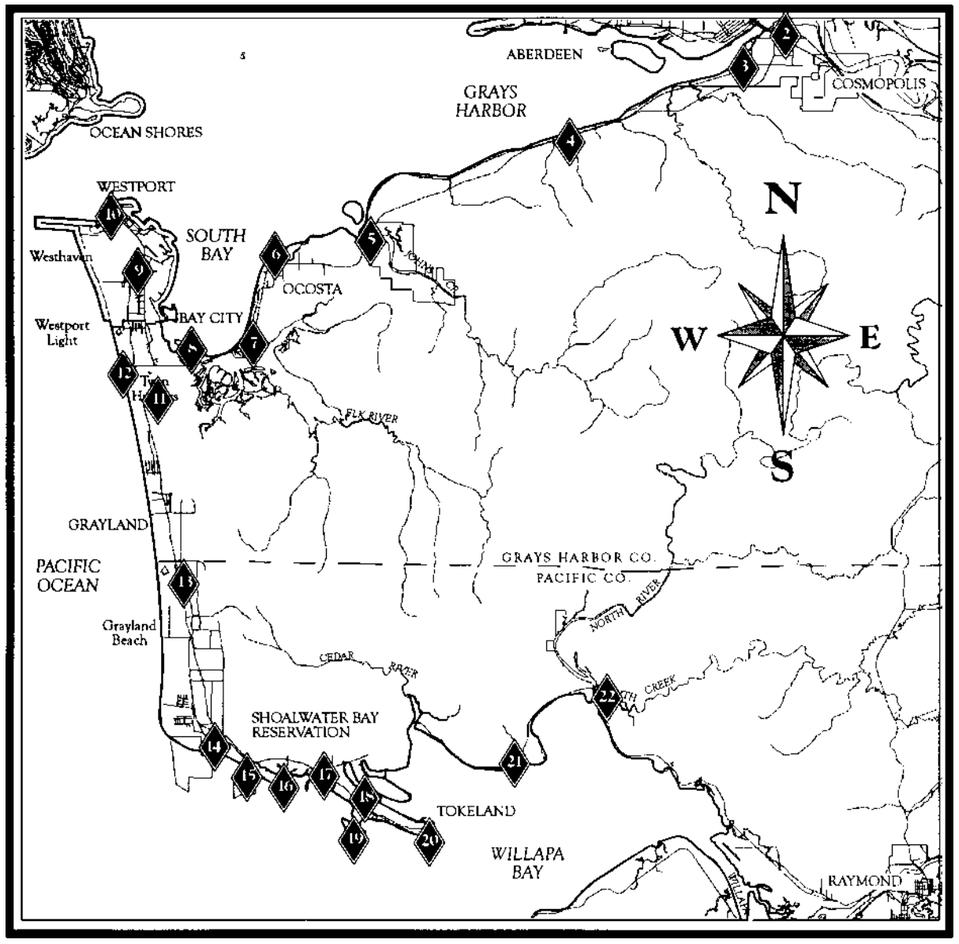
17. **Shoalwater Bay Tribe Visitor Information Kiosk**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive sign incorporated into proposed kiosk.
Interpretive Themes: History, Lifeways
Supporting Stories: History of habitation of Point Chehalis, from Native American village and trading center to modern-day Tokeland.

18. **Tokeland Hotel Interpretation**
Location: Tokeland peninsula
Description: Interpretive sign at the historic Tokeland Hotel
Interpretive Themes: History, Lifeways
Supporting Stories: History of the Tokeland hotel as a specific example of settlement, early contact period economy and lifestyle, Native American transition from subsistence to wage-based economy, and tourism on the Toke Peninsula.

19. **Tokeland County Park**— *See also under "Waters' Edge Way of Life," p.25*
Description: Interpretive panels
Interpretive Themes: Lifeways, History
Supporting Stories: Lifesaving station and shipwrecks at the mouth of Willapa Bay.

20. **Tokeland Fishing Pier / Boat Launch Improvements**— *See also under "Waters' Edge Way of Life," p.25*
Description: Interpretive panel
Interpretive Themes: Natural history, lifeways
Supporting Stories: Natural history of Willapa Bay salmon runs, historic salmon harvest and processing, modern resource management.

21. **Willapa Bay Viewpoints**— *See also under "Making Visitors Welcome," p.32*
Description: Interpretive signs at formal and informal viewpoints along Willapa Bay
Interpretive Themes: Natural History, lifeways
Supporting Stories: Shellfish ecology and harvest, intertidal zone ecology, *spartina* and other sustainability / ecological health issues.



Telling the Stories of the Region

22. **Smith Creek Boat Launch**— *See also under "Waters' Edge Way of Life," p.32*
Description: Interpretive sign at day use area
Interpretive Themes: lifeways, natural history
Supporting Stories: development of early salmon industry & cannery on north River, connections between logging, streams, watershed health and bay health.

A Safe and Pleasant Journey

SR 105 is the primary corridor for travel along the coastline in Pacific and Grays Harbor Counties. The highway serves commuter traffic (largely between Westport and Aberdeen), logging trucks and farm-to-market travel, and recreational visitors. It is a main street for several small communities and a bicycle or walking route for both adults and children.

Inevitably, there are conflicts among these uses. Residents whose children ride their bikes along SR 105 are concerned about trucks and other heavy high-speed vehicles. Commuters would prefer to avoid the slower speeds through corridor communities and behind RVs. Sightseers get nervous when log trucks fill their rear-view mirrors. Considering the variety of needs it serves, SR 105 works well, with low accident rates and generally good traffic flow. Each of the partners involved in preparing the Corridor Management Plan, including WSDOT, local jurisdictions, residents and business owners, has a strong interest in maintaining or improving the highway's function.

In comunity planning meetings, residents and jurisdiction representatives identified many areas of concern for safety and mobility throughout the corridor. The most common concerns centered around drainage and power poles close to the edge of the roadway through Grayland, traffic safety issues at several intersections (mostly for left turn movements), pedestrian crossings of the highway, and a few areas of congestion at the Aberdeen end of the corridor.

Several projects are either underway or are being discussed among jurisdictions to address these concerns. In the *State Highway System Plan*, several roadway improvement projects have been identified as needed within the next 20 years. Some of these projects have funding. Others do not. Improvements for which funding has been identified over the 20-year planning period include: improvements to the Westport "Y"; development of passing lanes between Westport and Ocosta, and between the Johns River bridge and east of Chapin Creek; potential roadway realignment at Bay City; a new lane for left turns near Markham; and various other safety or environmental improvements.

Residents, communities, businesses and agencies are all partners in maintaining the corridor's safety and function as a working highway.

Other projects were identified at the public meetings held during the planning process. Some of these projects are complex, requiring partnered efforts, leadership from corridor stakeholders, and creativity and persistence to complete. These are important projects for the corridor, and the plan supports their completion. They include, but are not limited to:

- Westport to Ocean Shores vehicle ferry;
- Grayland to Westport area drainage improvements;
- Grayland area power pole relocation or undergrounding;
- City of Westport pedestrian improvements;
- Aberdeen to Ocosta rails-to-trails project
- Intersection improvements including left turn channelization at several locations not identified in the *State Highway System Plan;* and
- Improvements to accommodate high bicycle use during peak seasons.

Many of the improvements identified above are shown in the following projects map. No funding source has been identified for many of these projects, but potential funding opportunities and likely implementation responsibilities are indicated. Implementation of many of these projects will fall outside of the usual project funding categories or priorities established by the legislature for WSDOT and will require community leadership and partnerships to find the resources necessary to accomplish them. Part 3 of the Corridor Management Plan addresses potential funding options and implementation strategies in greater detail.

Some improvement ideas identified by the public are beyond WSDOT's constraints for project development or funding, based on a review of accident history and existing traffic volume patterns. These ideas include:

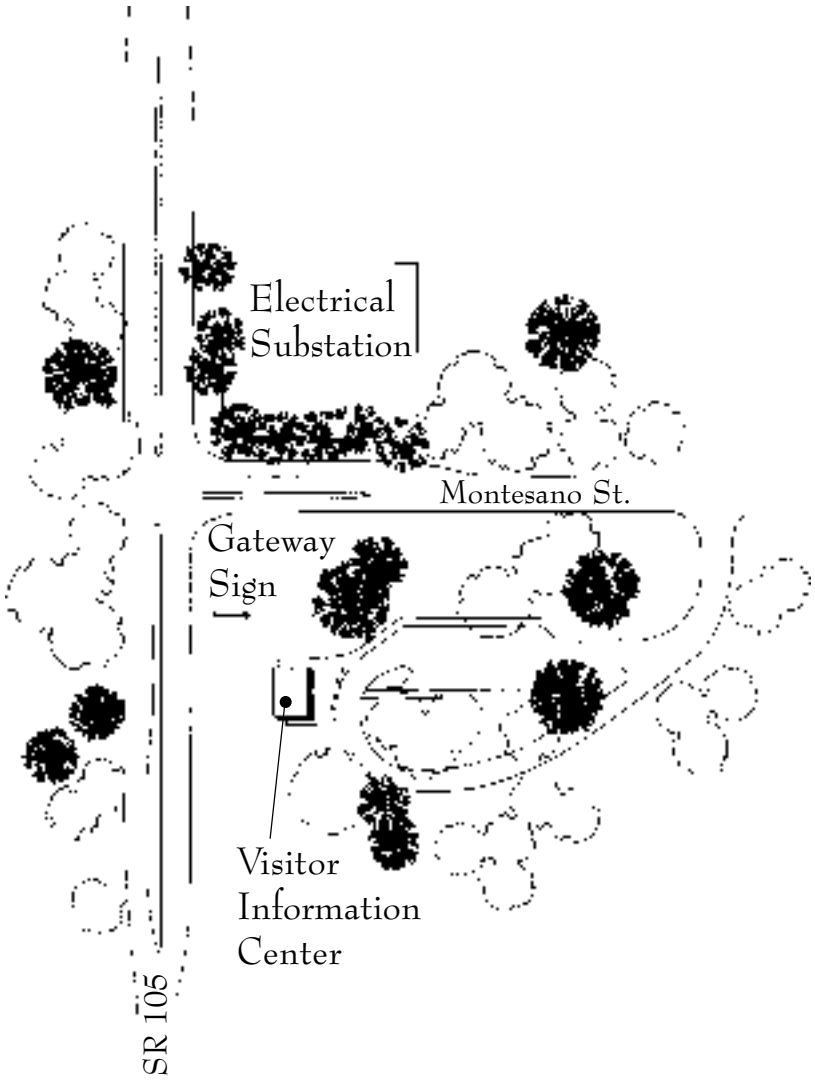
- Several suggested locations for left turn channelization–generally the locations had low left-turning traffic volumes which did not meet WSDOT's warrants for left turn lane installation. For example on SR 105 east of the Johns River bridge, left turn warrants would typically be met at locations with greater than 30 turning vehicles in the peak hour. This is roughly equivalent to the level of traffic that would be generated by a 50-unit subdivision. Installation of signage to warn of left turns or cross-traffic ahead at major intersections should be considered as an alternative. Consideration should also be given to adding signs to warn of bus stops or other areas generating significant pedestrian activity, particularly where sight distance is a concern.

- Additional deer and elk crossing signage – Based on accident statistics collected by the State Patrol there are no locations in the corridor with a high concentration of collisions with wildlife. Some level of collisions with deer or elk is unavoidable in rural Western Washington.

- Sight distance improvements at Hammond Road – There were no recorded traffic accidents at this location during the three years of accidents studied.

- Redesignation of Montesano Street as SR 105 – This suggestion was countered by others who were concerned about higher traffic in front of the high school.

WSDOT maintains an on-going monitoring program to review traffic safety and congestion problems. Additional improvement recommendations may be made in the future in response to the results of continued monitoring and analysis of traffic safety issues.



SR 105 & Montesano Intersection Redevelopment

Redesign of the intersection of SR 105 and Montesano Street could improve safety and traffic flow. Redesign of the intersection could also provide an opportunity to improve the circulation to the Westport Visitors Center, and provide a location for a gateway sign to Westport and the Pacific beaches.

1. **Aberdeen Sports Park**
   Location: Approx. MP 45.40
   Description: Besides active recreation, the development of a new sports park adjacent to Grays Harbor could include shore access for bird watching and estuary interpretation. Either integrated with a shoreline access area or nearer the highway, there is an opportunity to develop parking, restrooms and a visitor information kiosk.
   Project Elements: Parking, restroom, visitor information kiosk, interpretation.
   Possible Partners: City of Aberdeen, Port of Grays Harbor, Friends of Grays Harbor, Department of Ecology, WSDOT.

2. **Johns River Watchable Wildlife Site**
   Location: Approx. MP 37.00
   Description: The existing John's River Watchable Wildlife site and boat launch could be improved as an interpretive site, and hunting and recreational boat launch. This site could be one of several locations along the corridor identified as a sea-kayaking put-in.
   Project Elements: Directional signs from highway, interpretive displays at day use area, visitor information for water-based recreation, tide information.
   Possible Partners: Grays Harbor County, Washington Fish and Wildlife, Department of Natural Resources, Private

3. **Bottle Beach State Park**
   Location: Approx. MP 35.00
   Description: Completion of the planned access and visitor improvements for this beach access and wildlife viewing area.
   Project Elements: Access improvements, parking, restroom, pedestrian trail, interpretive displays.
   Possible Partners: State Parks, Private

4. **Westport Maritime History Trail**
   Location: Westport
   Description: Projects to complete the missing links of a walking tour route focusing on Westport's historic heritage.
   Project Elements: Wayfinding signs, interpretation
   Possible Partners: Private, City of Westport, State Parks

5. **Old Highway Privacy Signing**
   Location: At old SR 105 leading to Washaway Beach
   Description: Tourists using this route for beach access have caused conflicts with residents. In coordination with the development of public beach access along SR 105 at Washaway Beach, this area can be limited to use by residents.
   Project Elements: Signing and minor right-of-way development to limit use.
   Possible Partners: WSDOT, Pacific County

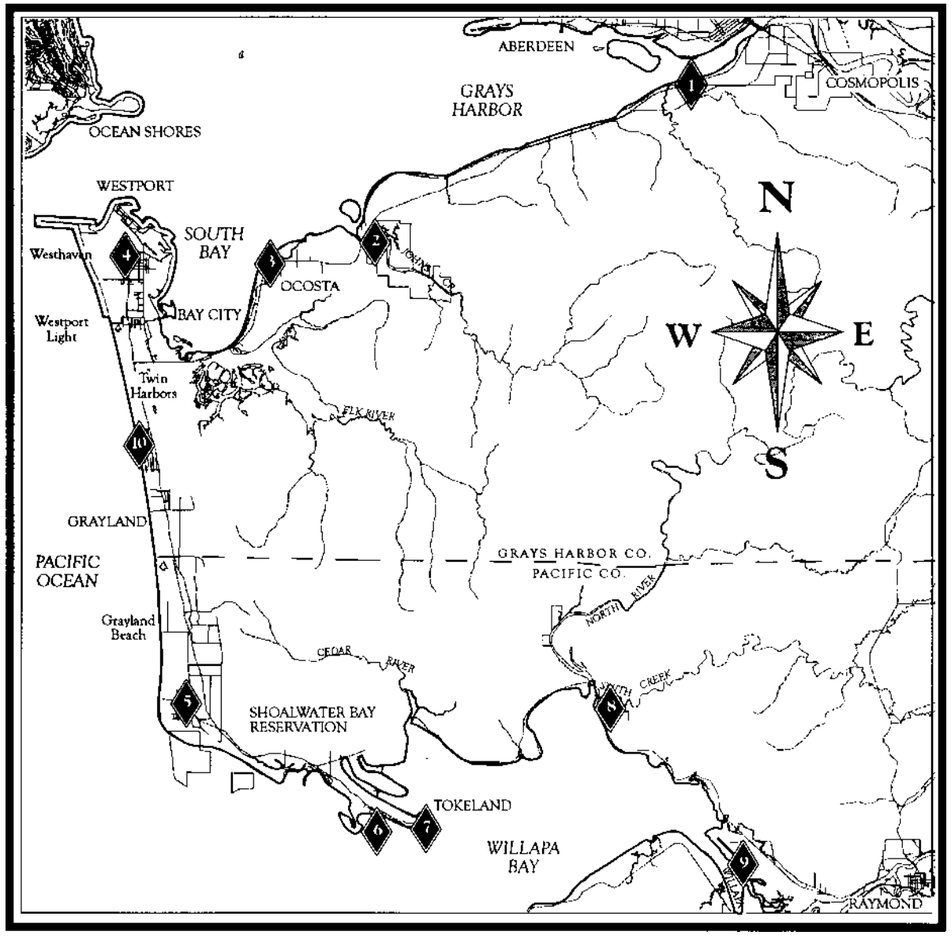
6. **Tokeland Beach Access**
   Location: Tokeland Peninsula
   Description: County-owned property along the Tokeland shoreline has potential for development as public beach and water access area. Access to the property is available along existing street rights-of-way.
   Project Elements: Access improvements, parking, restroom, picnic area, interpretive display.
   Possible Partners: Pacific County, Shoalwater Bay Tribe, Private, state agencies.

7. **Tokeland Fishing Pier / Boat Launch Improvements**
   Location: Tokeland peninsula
   Description: This popular facility would need greater capacity if use increases. There is an opportunity here to add facilities, such as new restrooms, and possibly to include a small retail facility.
   Project Elements: Expansion of boat ramp, parking, restroom, retail sales facility, interpretive displays.
   Possible Partners: Pacific County, state agencies.

8. **Smith Creek Boat Launch**
   Location: Approx. MP 10.20
   Description: This existing boat launch could be improved for expanded use as a traveler information area and Willapa water trail put-in location.
   Project Elements: Improved restroom and trash facilities, tourist information kiosk, interpretive display, separated day use / picnic area.
   Possible Partners: State Fish and Wildlife, other state agencies, Pacific County, private.

9. **Government Island Water Trail Campsite**
   Location: Willapa River
   Description: This county-owned island, accessible only by boat, could be a unique piece of the Willapa water trail system.
   Project Elements: Human-powered watercraft campsite.
   Possible Partners: Port of Willapa Harbor, Pacific County, private.

10. **Watershed Awareness Signs**
    Location: Entire corridor
    Description: Road signs identifying river and stream crossings.
    Project Elements: Signs
    Possible Partners: WSDOT, Private



Maintaining the Waters' Edge Way of Life

Tourism & Quality of Life in the SR 105 Region

The majority of new strategies and projects in the SR 105 Corridor Management Plan are related to tourism—either to enhance tourist services or to reduce some of tourism's negative impacts. The emphasis on tourism in the plan is not intended to suggest that tourism become the main focus of the region's economy or that tourism is the best answer for communities that are looking for development opportunities. It is simply one piece of the economic puzzle that doesn't have a coordinated region-wide plan for its future development. It is also a segment of the region's economy that can be significantly enhanced by completing relatively small-scale projects—projects that can be funded through grant sources that are currently not being taken advantage of for regional development.

Tourism isn't new to the SR 105 corridor, in fact it's probably been a continuous part of life here since before the first European settlement. It's not too much of a stretch to call travel by members of distant Native American tribes to the coast a kind of tourism. They traveled for many of the same reasons as modern tourists—to visit different communities and trade for local resources, make and maintain social connections with region residents, and certainly to learn about new places and see the sights, such as the ocean coast.

Grays Harbor and Pacific Counties both have spectacular resources for recreational travel. In 1995, tourism contributed approximately 41 million dollars in Grays Harbor and Pacific counties—almost 7% of total economic activity and 19% of regional employment. SR 105 fills a unique niche in tourist services along the coastline of Pacific and Grays Harbor Counties. Besides being located

between the great water bodies of Willapa Bay and Grays Harbor, the region is also between two of the counties' most popular tourism destinations—Long Beach and Ocean Shores.

Notably, SR 105 region residents who participated in the planning process were not interested in becoming more like either of the these two tourism destinations.

However, they did see opportunities for the region to be more successful as a tourist destination by maintaining and improving the way things work in the corridor now. Some of the ideas expressed included providing guidance to help travelers enjoy the region's resources (from kayaking to halibut-fishing), maintaining low key communities to welcome travelers, and offering local resources such as oysters, crab, and cranberries as a way to make the experience of visiting the region memorable.

Challenges & Opportunities

Like any form of economic development, tourism has both benefits and problems. Problems include seasonal variation, slightly lower average wages than other service industries, and the complications that come with an influx of people during the summer months.

Some trends in recreational travel are helping with the problem of seasonal impacts, including the growing interest in coastal storm-watching, a growing number of retirees who are choosing to travel in the "shoulder seasons" to avoid summer crowds, and interest in travel to see seasonal events such as bird and whale migrations. The hard work of local travel industry promoters to develop off-season festivals is also beginning to see some success as events become more widely known throughout the Pacific Northwest. Small-scale improvements such as those included in this plan can be used to focus tourism activities in the corridor, reducing the impact of more visitors on the region as a whole.

Despite some of its drawbacks, tourism has a range of benefits that makes it a unique niche for economic development. Most tourism-related businesses are small businesses, offering entrepreneurial opportunities with relatively

low start-up costs. While some employment in tourism industry can be low-wage entry-level jobs, business owners can have higher incomes and tend to live in and contribute to the community.

Tourism also has relatively low environmental and development impacts. Since tourists are usually drawn to places for reasons that are similar to those that local residents value their own region, tourism can provide an economic benefit for maintaining the same things that contribute to local quality of life.

Benefits for Both Residents & Visitors

Many of the projects that can help regional development as a tourist destination will also be amenities for region residents. Projects such as new opportunities for shoreline access, interpretive trails, or scenic viewpoints will almost certainly be used as much, if not more, by local residents as by visitors. Westport's dune walk is an example of a resource that serves residents and visitors alike.

The corridor management plan is not about making choices between tourism development projects and other projects, such as highway safety improvements. The plan is focused on bringing new resources into the corridor to add to the ongoing work of maintaining the highway, solving existing problems, and taking advantage of enhancement opportunities.

Part 3

Implementation

Taking the First Steps

The Corridor Management Plan is a document of ideas. When implemented, these ideas could enhance the corridor, providing residents with new public areas and facilities and improving the travel experience for corridor visitors.

Taken together, the projects described in the previous section are a view into the possible future development of the corridor. However, without effective implementation strategies the ideas in the plan will remain just that–ideas.

A turn-of-the-century beach scene at Westport

The projects described in the plan were proposed by residents of SR 105 communities, and they will need the continued action and support of local advocates to be completed. This section of the Corridor Management Plan includes some strategies, tools, and resources to implement projects. They are intended to make it easier to take the first steps in getting projects off the ground.

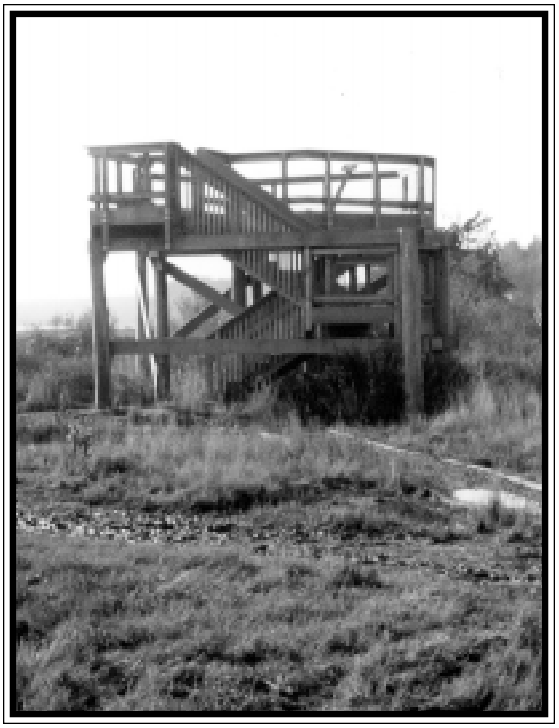
Implementation will likely happen slowly, one or a few projects at a time, and will take the partnered efforts of individuals and communities to find funding or other needed resources. Throughout the state, similar projects have been initiated by cities, counties, tribes, and other entities. They have been funded through different combinations of local dollars, federal and state grants, foundation grants, private contributions, and agency funding.

A blueprint for the implementation of Corridor Management Plan action strategies in the SR 105 corridor is outlined in this section. Included is an outline for a marketing plan for the corridor–one of the important steps for improving the region's tourism economy, as well as a step-by-step outline for taking projects from their beginning as a good idea to their completion as a new asset for the region.

A discussion of the potential benefits of National Scenic Byway designation for the corridor is also included. A decision with respect to national designation will be requested from the local agencies in the corridor at the completion of the corridor planning process.

The projects in the plan are intended to be for public benefit–to maintain the aspects of the corridor that are essential to residents' quality of life, improve the region's tourism-related economy, and provide new recreation opportunities for corridor residents.

The first step towards making any of these projects a reality is for someone to decide to lead the process of getting the project done. Local jurisdictions and agencies can provide critical support, but it will take leadership from the community for any of these projects to begin.



An overlook in Dosewallips developed as part of the Coastal Corridor project on US 101.

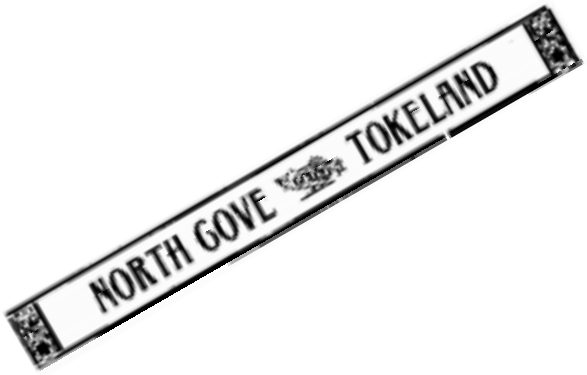
Marketing the SR 105 Region

One of the objectives of the SR 105 Corridor Management Plan is to assist with the promotion of travel to the Washington coast and, in particular, to communicate the diverse qualities and attributes of the SR 105 corridor to the traveling public. The marketing strategy should be consistent with and supportive of the strategies and actions in the plan. As much as possible, it should also rely on the existing entities and programs that are organized for tourism promotion.

The marketing strategy for SR 105 must also be sensitive to the fragile natural environment and relaxed waters' edge way of life in the corridor which are highly valued by local residents.

SR 105 is a short but diverse corridor which:

- Passes along or through two very important west coast estuaries with associated wildlife viewing opportunities;
- Provides access to historic features such as Tokeland, the Grays Harbor Light and three museums along the corridor;
- Serves as the transportation backbone for the cranberry and seafood industry and timber activities on the peninsula; and provides access to the beaches, sports fishing, clamming and other recreational opportunities;
- Is essential to the economic well-being of several ports, cities and the Shoalwater Bay Tribe; and
- At the same time, is the main connecting road for local residents who enjoy the quietude and relative isolation of living in small coastal communities.



There are a variety of existing resources that a corridor marketing strategy can take advantage of.

Marketing Goals

Specific goals to guide the development and implementation of a corridor marketing strategy include:

- Support the economic development goals of the communities in the corridor, especially in the area of tourism.
- Raise regional and statewide awareness of the diversity and opportunities of the SR 105 corridor.
- Actively engage travelers in opportunities to experience the unique attributes of the corridor.
- Focus tourism activities in areas that currently have or could develop facilities to accommodate this activity.
- Support efforts of state, regional, tribal and local agencies and organizations involved in promoting and marketing activities along the corridor.

Marketing the corridor as a whole could raise its visibility as a travel destination.

Identifying the Target Market

Residents and visitors look at this section of the coast differently. Residents are united by water and topography, feeling connected to Grays Harbor, Willapa Bay or the Pacific Ocean. Visitors understand the region primarily through its roads and destinations. The SR 105 marketing strategy is targeted at visitors who generally fall into two groups for whom a marketing approach might be slightly different:

- Individuals and families on short visits - SR 105 is within an easy day's drive of Seattle, Tacoma and Olympia and as far south as the Portland metropolitan area.
- Individuals and families interested in longer visits - these include travelers from outside the nearby metropolitan areas, as well as residents of these areas who are planning on spending more than a day in the general area.

These audiences may overlap in some ways. However, by distinguishing these two groups, we can begin to think about the most appropriate means of communication to reach them.

More specifically, corridor marketing efforts should focus on:

- Tourists and others who drive US 101 and pass by SR 105, not recognizing that it is a loop road which reconnects to US 101. These individuals may not realize that SR 105 provides access to a wide variety of tourism activities and facilities. One participant pointed out that SR 105 has *"eight scenic wonders and 25 eating establishments"* between Raymond and Aberdeen while the same stretch of US 101 has none.
- Tourists and other visitors at points of entry in both Oregon and Washington, e.g. airports, state tourist agencies, chambers of commerce, etc.
- Locations in Washington State where visitors and other tourists gather, such as resorts, RV parks, campgrounds, rest stops, and other places where information is made available.
- Eco-tourists and others looking for an opportunity to view wildlife and see how economies based on natural resources operate.
- Bicyclists–both individuals and tour groups–are an important audience, especially if SR 105 is designated as a state bicycle route to the coast.

Marketing Strategies

As noted above, the marketing approach for the SR 105 corridor should build on the present efforts of agencies and programs, while ensuring that corridor attributes are identified and promoted in a way which minimizes tourism impacts. To accomplish these objectives, the SR 105 marketing approach should consider opportunities for building partnerships with existing agencies, while identifying specific actions which could be accomplished within the corridor itself.

The most important aspect of a marketing strategy for SR 105 is recognition of opportunities for partnerships with agencies and organizations involved with marketing tourist activities.

For example, if SR 105 were designated as a National Scenic Byway, it would be included in nationwide marketing efforts such as brochures, inclusion on a website, and national media coverage. The website offers a chance to provide a "virtual tour" of the corridor. Other marketing support could include press releases, and financial grants in support of regional or local marketing activities such as a brochure.

SR 105 marketing efforts should also be tied closely to regional marketing efforts such as Tourism Grays Harbor and local efforts of chambers of commerce.

For example, Tourism Grays Harbor has a goal of promoting out-of-season (non-summer month) tourism, which would benefit the SR 105 corridor. Tourism Grays Harbor is also participating in the development of an eco-tourism marketing effort, and SR 105 plays an important role in providing access to many of these activities.

Statewide, the Washington Tourism Office, within the Department of Community, Trade and Economic Development, provides on-line travel information, assists communities with their marketing efforts (especially joint efforts), publishes a brochure that is distributed to over one million persons each year, and places articles in a variety of travel publications. The Tourism Office also maintains a schedule of events of interest to visitors in both print and web site format. Finally, the Tourism Office offers technical assistance to smaller communities to help assess their tourism needs.

Better signage, kiosks, pullouts and other features advise travelers of the diversity of interesting things to see and do along the corridor.

Some early priorities include:

- Creating a simple, cost effective but graphically pleasing and easily readable map with information about the diverse features of SR 105. This will help provide a cohesive view of the entire corridor, while featuring specific activities and destinations of interest along the corridor. The brochure could be distributed through existing state, county and city sources such as WSDOT rest areas, State Tourism, Chambers of Commerce, etc. Perhaps Grays Harbor College or some other local or regional resources could be encouraged to take the lead in putting such a brochure together.
- Improving signage, especially at key entry points to the corridor to attract "pass by" visitors.
- Linking to websites. For example, the *Online Highways* and *Travel in Washington* websites provide maps, indices, and information about Grays Harbor and Pacific Counties, and the cities and places of interest along SR 105. There are also websites for bicycle groups such as the *Wheelmen* and *Bike Now.*
- Including information about SR 105 in brochures and other materials being produced by other organizations such as Tourism Grays Harbor and tourism promotion groups in both Grays Harbor and Pacific Counties.

Project Development & Implementation

The Corridor Management Plan has a long-term horizon, with the implementation of projects expected to occur slowly over the next twenty years and beyond. For WSDOT, the plan identifies likely or necessary improvement projects within the highway right-of-way to meet critical needs for mobility and safety. The plan also spells out the importance of the corridor as a scenic and recreational facility and, as such, provides guidance for conserving corridor features during the development and construction of highway improvement projects.

Most of the smaller projects included in the plan are appropriate for grassroots, community-based implementation. Chambers of commerce, civic groups, conservation organizations, schools, businesses, homeowners' organizations—almost any group or individual could take the role of beginning a project and putting the pieces together to find funding and complete a project. Because corridor agencies and jurisdictions already have significant responsibilities for maintaining and improving the corridor, as well as limited budgets and time, many of the projects in the plan probably will not be completed without grassroots initiative and advocacy.

The corridor management plan will not change the way that highway safety and mobility projects are funded or prioritized. On the other hand, the plan will help direct WSDOT discretionary funding for smaller transportation projects and will open the doors for creating partnerships between corridor stakeholders to develop projects.

What does partnership mean? In the past, projects were often completed by a single agency or jurisdiction which developed the project idea, funded the improvements, and operated the facility. Changes in budget priorities and changing ideas about the relationship between the private and public sectors have created a slow but important revolution in project development. The idea of partnering is to find the private and public sector groups that share an interest in individual projects and pool their resources to complete a project that none of the individual groups could have completed on their own.

Potential partners for each project are listed in the earlier sections describing the project. This is not a complete list of partnering opportunities, nor does it imply that those groups, jurisdictions, or agencies will take responsibility for completing a project

without outside interest and support. The lists of possible partners are a starting point for contacts for those who are interested in helping a project go from a good idea to becoming reality.

Anyone reading this plan could be a key advocate for a project. The project development outline included in this section gives an overview of the steps necessary to put together a typical project. Funding resources and contacts are included in the *Resources* section at the end of the plan.

Throughout the planning process, SR 105 region residents emphasized the importance of developing the corridor without changing its character and with careful consideration of local needs. Local leadership in selecting and developing projects is one of the best ways to make sure that future development will meet those needs and protect the qualities of the region that you value.

Implementation Roles & Activities

Outside the Highway Right-of-Way - Residents, Jurisdictions and Agencies

- Develop consensus for corridor improvement opportunities.
- Be aware of opportunities for proceeding with projects.
- Select and prioritize projects to seek funding.
- Identify grant sources.
- Prepare grant funding applications.
- Provide or acquire matching funds or in-kind match commitments.
- Solidify community support for the project.
- Administer some project funding.

Inside the Highway Right-of-Way - WSDOT

- Continue to develop and implement highway mobility and safety improvements.
- Assist local communities in finding alternate sources of funding for identified improvements, especially where highway improvements are combined with other corridor enhancements, such as tourism information kiosks.
- Implement Corridor Management Plan projects within the highway right-of-way that are supported by corridor communities and can be funded.
- Maintain the right-of-way landscape consistent with maintaining the corridor's intrinsic qualities and the Roadside Management Guidelines for the highway.
- Partner with corridor communities to apply for and administer grant funding to implement joint projects.

Developing Corridor Enhancement Projects, Step by Step

STEP I: Defining the Project

The project descriptions in the plan give a general idea of the intent and opportunities for development, but they each need to be more carefully defined before starting to put them together into a real project. The first step in taking a project from idea to reality is to answer some basic questions:

- *What are the project goals?*
- *Who will the project benefit most?*
- *What different parts are there in the project (for example parking, trails, signs…)?*
- *Where is the project location?*
- *Who owns the property?*
- *How will different parts of the project fit on the site?*
- *What jurisdiction is the project in?*
- *Who will maintain the project after it is completed?*

The answers to these questions will start to provide direction for finding project partners as well as identifying needed permitting and approvals.

STEP II: Finding Partners

Project partners are nearly always necessary to provide matching funds, allow use of property, or provide long-term support and management. Project partners also can help to develop broader-based support of the project and identify different project development resources. Project partners generally have one or more of the following resources to bring to a project:

- *Ownership or jurisdiction over the project site;*
- *Shared interest or benefit from the project;*
- *Funding resources to support the project type.*

STEP III: Finding Key Contacts and Information Sources

Typically, there is a second group involved in projects which, although they may not take an advocacy role, can provide information and resources. This group may include:

- *Jurisdictions and agencies with permit requirements;*
- *Neighbors and other long-time local residents with knowledge of the project site;*
- *Community and economic development groups, both locally and at the federal and state level;*
- *Local utility providers;*
- *Washington State Department of Transportation Heritage Corridors Office and TransAid Office;*
- *Design and engineering professionals, either locally or through agency technical assistance programs;*
- *Local and state tourism development agencies.*

Reviewing the proposed project with members of this group can help to clarify funding and staff resources available for the project and identify issues that might affect the project's feasibility.

At the end of this step you should have a good idea of the resources that project partners are willing to provide for the project, what issues need to be resolved prior to the project proposal being finalized, and what the most likely sources of funding are.

Developing Corridor Enhancement Projects, Step by Step, Cont.

STEP IV: Building and Confirming Support

Corridor enhancement projects are for the public benefit. Over the long run, they are most effective when they have broad public support. It is especially important that the project's immediate neighbors are not taken by surprise by the project proposal. Demonstration of public support is also important for jurisdiction and agency partners, as well as most grant-distributing agencies. Public meetings, presentations at civic group meetings, newspaper articles, and city council or county commission meetings all can be good forums for letting the general public know about proposed projects. Public support for projects can be demonstrated through:

- *Letters of support from civic groups;*
- *Official jurisdiction approvals;*
- *Letters to the editor and positive newspaper stories;*
- *Commitments of volunteer support for project implementation.*

STEP V: Funding the Project

There are a variety of grant funding sources that support projects similar to those included in the Corridor Management Plan. Some of these are listed in the *Resources* section at the end of this plan. Typically, grant sources will only fund part of a project and may require that project partners provide a partial match of the project funding. For example, National Scenic Byways program grants require the project sponsors to provide at least 20% of the total project funding. Although each grant source has different rules, many will allow donated project supplies or labor to be used as part of the matching funds, reducing the amount of cash needed to qualify for grant funding. Local businesses often can donate materials or services, such as printing, to support community projects.

Preparing grant applications can be difficult and time-consuming. It is important to read the application forms carefully. Make sure that your project meets the criteria for funding and that all of the required information is included. Most jurisdictions and agencies have staff with experience in grant-writing. This is a good opportunity to rely on project partners for assistance. Having developed a project to the point where you are ready to apply for a grant, it is worth the extra effort to make sure that the project is presented in the best light possible.

Project Funding

Funding Options

The types of projects described in the plan may be eligible for funding from a wide variety of sources. Many of the highway improvements within WSDOT right-of-way are eligible for funding from state and federal transportation programs including federal Surface Transportation Program, Bridge Program, Transportation Enhancements, and state gas tax and other transportation funding sources. Funding from these programs is limited and only higher priority projects as identified in the *State Highway System Plan* and described in Part 2 are expected to be funded and implemented within the next twenty years. Additional funding will be necessary to implement the other projects suggested.

Funding for projects outside of the highway right-of-way is also available from a variety of sources. These include the National Scenic Byway Program and Transportation Enhancements for certain types of eligible projects. Other funding sources, such as Aquatic Lands Enhancement Act (ALEA) grants and Interagency Committee for Outdoor Recreation funding, are available to communities and would include WSDOT participation only if the project directly affected the highway. Additionally, some projects may be eligible for funding from various state or federal agencies with responsibilities for recreation, land management and/or habitat protection and restoration.

The National Scenic Byways Program

One option for project funding and corridor marketing that communities can consider is the National Scenic Byways Program, a voluntary program offered by the Federal Highway Administration. Congress created this program in 1991 and renewed it in the 1998 reauthorization of federal transportation funding to provide recognition and support for exceptional travel routes. The National Scenic Byways Program offers two benefits for scenic highways:

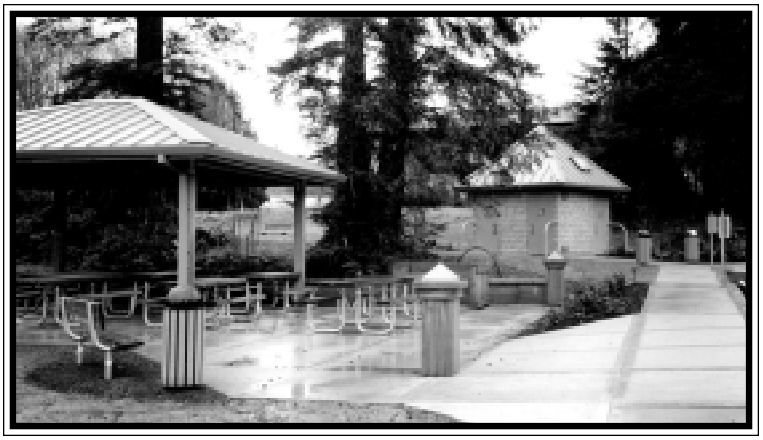
- Funding support for byway planning and project development, and
- Nationwide marketing and awareness-building.

In the past local jurisdictions have had concerns about participation in a new federal program. Cities and counties have been concerned that designation of a road as a National Scenic Byway could reduce local control over land use and limit future development. In discussions with WSDOT, the Federal Highway Administration has clarified its position and reemphasized that scenic byway designation has no impact on local control of land use and does not increase either federal or state involvement in local land use decisions.

Project Development Case Study

"The west side of Black Lake could be transformed from rough gravel and steep banks into a trail that connects a rest area in the north to refined and improved Provo Park to the south. A wide boardwalk would allow pedestrians to walk along the lake casually without having to worry about the guardrail or steep bank."
Chinook County Observer

The Black Lake project in Ilwaco was developed with funding from several different grant sources following the Coastal Corridor planning project for US 101. With ideas, energy, and about $120,000 dollars in state and local funds, the City of Ilwaco was able to attract over $500,000 in federal funding to build a project that has become a favorite spot in the community.



Black Lake is along US 101 in Ilwaco, a town set near the mouth of the Columbia. For many years the area around Black Lake was considered a community asset, but access and facilities were poor. Prior to the project going forward the site included a historic World War I memorial, memorial flag pole, and Coast Guard memorial. The city had also recently developed a small boat and fishing dock using volunteer labor from the adjacent high school.

Following the Corridor Management Planning process for US 101—the Washington Coastal Corridor plan—community leaders saw an opportunity to develop the area around Black Lake to provide community and traveler access and improve connections between the lake, the nearby high school, and downtown. Led by then-mayor Toby Beard, Ilwaco sought funding for the project from several different grant sources. The project secured state financial support from the Transportation Improvement Board and the Interagency Commission for Outdoor Recreation. These funds in turn were a large part of the required 20% matching funding to leverage funding that had been appropriated by Congress in 1983 to support the Coastal Corridor planning process through the National Scenic Byways program.

Following the grant award the city advertised for a design firm to work with the community on the detailed design for the project and develop plans for construction. Bids to construct the project were higher than expected, and the city needed to choose some of the plan elements to hold for a second phase.

National Scenic Byways Program grant funding is distributed through a nationwide competitive grant process. To be eligible for funding, highways must be part of their state's scenic byway system and have a corridor management plan for the route. With the development of the Corridor Management pPlan, SR 105 becomes eligible to apply for grant funding for projects. For example, since the completion of the Corridor Management Plan for Washington's portion of US 101, the National Scenic Byways Program has provided over 4 million dollars for projects in the Coastal Corridor.

Examples of projects funded through this program include the public restrooms along US 101 in South Bend, the Black Lake Rest Area near Ilwaco, and the gateway signage and highway art in Raymond. Although there are a variety of potential funding sources for projects along SR 105, many of the projects described in this plan could be eligible for National Scenic Byways grant funding. Funding for byways grants has been extended at least through 2004.

Marketing exposure from the National Scenic Byways Program is linked to designation as a National Scenic Byway. Scenic byway marketing is conducted at both a national and international level and can augment on-going local and state marketing and tourism promotion efforts.

Corridors that meet the criteria for project funding eligibility described above can apply for designation as either a National Scenic Byway or an All-American Road. Successful designation can lead to increased marketing awareness of the corridor throughout the country. Examples of marketing activities funded by the FHWA in support of National Scenic Byways include:

- Regular articles in publications such as USA Today and Life magazine,
- Coordination and training with American Automobile Association travel advisors,
- Inclusion on the National Scenic Byways web site (*www.byways.org*), and
- Participation in travel industry conventions to raise awareness of byways among travel agents and travel planners.

Neither this plan nor the WSDOT recommends for or against a decision to pursue designation of SR 105 as a National Scenic Byway. This decision will be made entirely at the local level based on input received from corridor communities and the public during review of the Draft Corridor Management Plan.

Neither this plan nor the WSDOT recommends for or against a decision to pursue designation of SR 105 as a National Scenic Byway.

It is important to remember that National Scenic Byway designation is not necessary to be considered for project grant funding, although designation would help SR 105 projects compete with other applications from throughout the country. Grant-funding criteria under the most recent reauthorization of federal highway funding gives higher priority to designated National Scenic Byways and All-American Roads than in the past.

An early view of the Grays Harbor Lighthouse

Currently, two highways in Washington State have receieved recognition from the National Scenic Byway Program. In 1998 the Mather Memorial Highway was designated an All-American Road and the Mountains to Sound Greenway was designated as a National Scenic Byway.

Defining the Terms for Participation

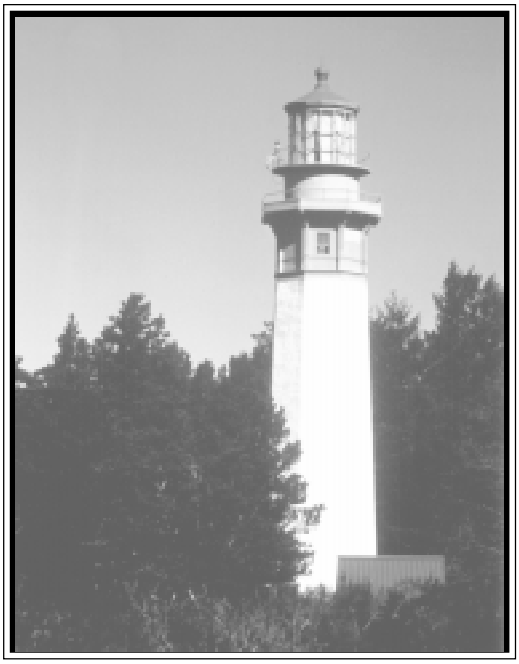
Local control over land use is very important to local governments and citizens. Although the National Scenic Byways Program is not a regulatory program, and the SR 105 Corridor Management Plan is not a regulatory document, there is continuing concern that participation in the National Scenic Byways Program could unintentionally lead to outside regulation or reduced local land use control. There is also a concern that even if the program is not regulatory in nature now, it could become a regulatory program in the future.

Concern over possible regulation is not limited to the SR 105 corridor or Washington State. Communities throughout the west have considered this issue carefully when planning for their scenic highways. In many cases, as with Washington State's two highways that have received the National Scenic Byways Program designation, the communities involved decided that the benefits of national designation outweighed the perceived risk. In some cases, including US 101 in Washington, communities decided that the concern over land use control outweighed the perceived benefits. In each case local jurisdictions made the decision of whether or not to pursue national designation.

A significant concern regarding designation as a National Scenic Byway has been the uncertainty surrounding the ability to leave the program if participation is not meeting the expectations of corridor jurisdictions. The National Scenic Byway Program is voluntary, and communities may end their participation at any time.

If National Scenic Byway designation is sought and received for SR 105, each corridor jurisdiction will have the option of ending their participation in the program (becoming "de-designated" as a National Scenic Byway) at their discretion. Following official notification from a jurisdiction, WSDOT will notify FHWA that the jurisidiction no longer supports participation in the National Scenic Byway program, and that the section of the corridor within the jurisdiction is no longer included in a National Scenic Byway.

Following completion of the Corridor Management Plan,WSDOT will ask each corridor jurisdiction whether or not to pursue National Scenic Byway designation. The six jurisdictions that make up the SR 105 corridor are Aberdeen, Grays Harbor County, Westport, Pacific County, the Shoalwater Bay Tribe, and Raymond. In the event that some jurisdictions choose not to participate in designation, those that do may decide whether or not to proceed within their own jurisdiction.



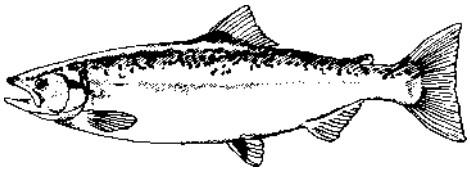
The Grays Harbor Lighthouse today

Conclusion

It is the intent of WSDOT that the Corridor Management Plan be a useful tool to assist jurisdictions in providing enhancements that improve the corridor and its communities for residents and visitors alike.

There is an old children's story about a traveler who comes into a village, starts a pot of water to boil and, putting a special stone into the water, announces that he is cooking stone soup. Anyone in the village was invited to join him for the meal. The stone, he continued, was magical, and would cook up a delicious soup for all who wanted some. Of course, he said, the soup would be even better with cabbage, and a villager brought some cabbage to add to the pot. And soup bones, and a villager brought some soup bones to add to the pot. Some carrots would be delicious, and some turnips . . . you get the idea. In the end, it was a wonderful meal, shared by everyone in the village.

The ideas in the Corridor Management Plan are very much like the magic stone in the story. A good idea, and partners with the enthusiasm to work on it, can attract resources to achieve a common goal.



Resources

Possible Sources for Project Funding

The following is a partial list of possible sources of grant funding for the enhancement projects included in the SR 105 Corridor Management Plan. Each listing includes a summary of the types of projects eligible for funding, some of the criteria for selecting projects, and contacts for more information. This list is a good starting point for identifying possible funding sources; however, grant funding programs change frequently. Contact each grant source for current applications and program information prior to developing any application materials.

Boating Facilities Program

This grant, administered by the Interagency Committee for Outdoor Recreation (IAC), earmarks funds for boating-related lands and facilities. The acquisition, development, and renovation of projects on fresh or salt water are eligible, including launch ramps, transient moorage, and upland support facilities.

For further information concerning the IAC's Boating Facilities Program, Contact:
Interagency Committee for Outdoor Recreation
Attn: Jim Eychaner
1111 Washington Street SE
PO Box 40917
Olympia, Washington 98504-0917
tel. 360.902.3011
fax 360.902.3026
tdd 360.902.1996
e-mail jime@iac.wa.gov

Washington Wildlife Recreation Program (WWRP)

Washington Wildlife Recreation Program funds are provided for the acquistion and development of recreation and conservation lands. WWRP funds are allocated from two accounts. The Habitat Conservation Account provides funds for projects which include critical habitat, natural areas, and urban wildlife categories. The Outdoor Recreation Account provides funds for local parks, state parks, trails, and water access categories.

For further information concerning the Washington Wildlife Recreation Program, Contact:

WA State Department of Fish and Wildlife
Wildlife Management Program Division
600 Capital Way N
Olympia, Washington 98501-1091
tel. 360.902.2515
fax 360.902.2162
tdd 360.902.2207

Riparian Habitat Grant Program

The Riparian Habitat Grant Program provides funds to protect, restore, and enhance riparian habitat on privately owned land. Funding is provided in the form of matching grants to counties, cities and towns, conservation districts, land trusts, and nature conservancy organizations. Eligible projects include the acquisition of riparian land and acquisition of riparian land combined with restoration and enhancement projects on that land. Examples of eligible restoration and enhancement projects include: fencing, revegetation, increasing stream channel complexity, and removal of fish passage barriers.

For further information concerning the Riparian Habitat Grant Program, contact:

Interagency Committee for Outdoor Recreation
Attn: Jim Fox
PO Box 40917
Olympia, Washington 98504-0917
tel. 360.902.3021
e-mail jimf@iac.wa.gov

Statewide Enhancements

Ten types of projects are defined as eligible:

- Provision of facilities for pedestrians and bicycles (purely recreational trails are excluded),
- Acquisition of scenic easements and scenic or historic sites,
- Scenic or historic highway programs,
- Landscaping and other scenic beautification,
- Historic preservation,
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals),
- Preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails),
- Control and removal of outdoor advertising,
- Archaeological planning and research, and
- Mitigation of water pollution due to highway runoff.

Applications for enhancement grants must be filed by a public agency and require a 13.5% match. Matching funds can be in-kind services, as long as the match can be quantified and is directly related to finishing the project.

For further information concerning the State-wide Enhancements Program, contact:
WSDOT TransAid Service Center
Attn: Kathleen Davis, Manager
Federal Funding Office
PO Box 47390
Olympia, WA 98504-7390
Tele: 360.705.7377
Fax: 360.705.6822
e-mail: Davisk@wsdot.wa.gov

National Scenic Byways Program

This is a federally funded program specifically for the development of scenic highways.

Types of projects and areas of eligibility are as follows:

- Planning, design, and development of State scenic byway programs,
- Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation,
- Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities,
- Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation,
- Protecting historical, archaeological, and cultural resources in areas adjacent to the highways, and
- Developing and providing tourist information to the public, including interpretive information about the scenic byway.

This program requires a minimum matching fund of 20% from a non-federal government source. Funds are administered through WSDOT.
For further information contact:

Washington State Department of Transportation (WSDOT)
Highways and Local Roadways Division
Heritage Corridors Program
PO Box 47393, Olympia, WA 98504-7393
tel. 360.705.7274

Statewide Competitive Surface Transportation Program (STP)

This program funds projects that seek to develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public. A broad range of projects and programs are eligible for funding, with the following eleven types specially defined:

- Construction, seismic retrofit, operational improvements, and 4R, including Interstate system and bridges,
- Capital costs for transit projects eligible for FTA funding,
- Fringe and corridor parking, carpool, vanpool, bicycle, and pedestrian facilities,
- Highway and transit safety improvements,
- Highway and transit research and technology transfer,
- Capital and operating costs for traffic monitoring, management and control facilities, and programs,
- Surface transportation planning,
- Transportation enhancement activities including bicycle and pedestrian facilities, historic and scenic easements and facilities, and wetlands mitigation,
- Certain clean Air Act transportation control measures (TCMs)
- Development and establishment of management systems,
- Wetlands mitigation.

A 20% matching fund is required for non-motorized (trail projects), all other projects require a 13.5% matching fund. Only public agencies may apply for funds.

For further information concerning the State-wide Competitive Surface Transportation Program, contact:
WSDOT TransAid Service Center
Attn: Kathleen Davis, Manager
Federal Funding Office
PO Box 47390
Olympia, WA 98504-7390
Tele: 360.705.7377
Fax: 360.705.6822
e-mail: Davisk@wsdot.wa.gov

National Recreational Trails Fund

The National Recreational Trails Fund is managed by the Interagency Committee for Outside Recreation. Eligible projects are chosen based on the agency's chosen area of emphasis, which is determined on a yearly basis. Most recently, the highest priority has gone to projects of the maintenance type.

A matching fund of 50% is required, but soft matches such as labor and materials are acceptable. Public agencies and non-profit organizations may apply.

For further information concerning the National Recreational Trails Fund, contact:

Interagency Committee for Outdoor Recreation
Planning Services Division
Attn: Greg Lovelady, Manager
1111 Washington Street SE
PO Box 40917
Olympia, Washington 98504-0917
tel. 360.902.3008
fax 360.902.3026
tdd 360.902.1996
e-mail gregl@iac.wa.gov

USDA Natural Resources Conservation Service
Resource Conservation and Development Program

This program's intent is to accelerate the conservation, development, and utilization of natural resources to improve the general level of economic activity, and to enhance the environment and standard of living in authorized RC&D areas. RC&D loans can provide assistance to counties, cities, towns, non-profit corporations, and individuals that are conducting programs which address area-wide problems.

For further information concerning the Resource Conservation and Development Program, contact:

USDA Natural Resource Conservation Service
Shiraz Vira
2145 Basin Street, SW , Suite B
Ephrata, WA 98823-2198
tel. 509.754.0225

Public Works Board (PWB)

The Public Works Board was established by the legislature in 1985. Its goal is to provide financial assistance to local governments for critical public works projects and to encourage self-reliance at the local level. The PWB provides low interest loans through the Public Works Trust Fund (PWTF) to counties, cities, and special purpose districts to help repair, replace or improve public infrastructure that serves the existing population.

The purpose of the PWTF- Rural Natural Resources program is to promote economic growth in economically distressed areas of the state. PWTF-Rural Natural Resource loans are available for counties, municipalities and special purpose districts that are currently dependent upon timber and salmon resources.

For further information concerning the PWB's Rural Natural Resource Loan, contact:

Public Works Trust Fund
Cecilia Gardener
906 Columbia ST. SW
PO Box 48319
Olympia, WA 98504-8319
tel. 360.664.2856

Private Foundations

Washington Wildlife and Recreation Foundation

The Washington Wildlife and Recreation Foundation is a private organization funded by the Bullitt Foundation. This program provides funds for the preservation of outdoor recreation opportunities, wildlife habitat, and natural areas in Washington State.

For further information concerning the Washington Wildlife and Recreation Foundation, contact:

Washington Wildlife and Recreation Foundation
Attn: Janet Wainwright
PO Box 16720
Seattle, WA 98116
tel. 206.938.4513
fax 206.933.7931
e-mail jwwwrc@wolfenet.com

Brainerd Foundation

The Brainerd Foundation funds organizations that are dedicated to protecting the environmental quality of the Pacific Northwest.

For information concerning the Brainerd Foundation, contact:

The Brainerd Foundation
1601 Second Avenue, Suite 610
Seattle, WA 98101
tel. 206.448.0676
fax 206.448.7222
email: info@brainerd.org

Abstracts of Technical Reports Prepared for SR 105 Corridor Management Plan

Stakeholder Interview Report (Pacific Rim Resources, January, 1997)
Interviews were conducted with 38 individuals in the corridor representing a range of experience and viewpoints. Interviews were conducted to develop an understanding of the issues to be addressed in the planning process and to identify interested persons. Key issues addressed included: problems with the existing roadway (including Washaway Beach and standing water around Grayland), water quality issues involving cranberry bogs and oysters, the narrow highway right-of-way that limited ability to set back power poles or provide for bicycle and pedestrian movement, opportunities for tourism enhancement, and existing congestion problems and roadway safety concerns.

Landscape Framework Draft (Jones and Jones, August 1997)
This report identified major landscape characteristics and features in the corridor and grouped similar areas into districts and subdistricts. These groupings were intended to serve as an organizing theme for information obtained and analyzed about the corridor and to serve as the basis for future community-based planning efforts. Three separate districts were identified including Willapa Bay, the Pacific Beaches and Grays Harbor. Within these districts, several subdistricts were identified that focused on identifiable communities and other historic or natural area places.

Historic, Cultural and Archaeological Inventory, Grays Harbor and Pacific Counties, Washington, for SR 105 Corridor Management Plan (Larson Anthropological/Archaeological Services, October 13, 1997)
The purpose of this inventory was to identify features or resources in the corridor of archaeological, cultural and historic interest to the community and visitors. The history of the corridor is described in this report, including both pre- and post-European contact. The report was developed in consultation with the Shoalwater Bay tribe and other local residents, and through research involving the National Register of Historic Places, the Washington Heritage Register and other resources. Key features with archaeological, historic and/or cultural significance are identified and opportunities for interpretation are discussed.

Natural Environmental Inventory for SR 105 Corridor Management Plan (Parametrix, Inc., November 1997)
The natural environment surrounding SR 105 is a vital part of its unique character and is critical to the natural resource- and tourism-based industries that are a major part of the local economy. Key natural resources that were identified included: fish-bearing streams that cross the highway, sites within 0.5 miles of the highway where listed wildlife species were reported, and priority habitat, wetlands and National Wildlife Refuges adjacent to the

highway. Four stream crossing locations were identified with blockages to fish passage. Five different types of wetlands were identified for a total of 973 acres of wetlands within 200 feet of the highway. Locations with recreational potential related to shellfish collection or wildlife viewing were also identified.

Stakeholder Inventory Summaries (Pacific Rim Resources, January 1998)

Thirteen stakeholder interviews were conducted during the study phase involving identification of key issues/concerns and opportunities for corridor enhancement. These interviews were conducted to broaden public outreach efforts by soliciting input from a diverse, yet targeted group of individuals who had initially expressed interest in the planning process. Respondents almost unanimously expressed the view that tourism is and will be the primary economic engine for the area. There was concern with the seasonal influx of visitors and with the inadequacy of certain facilities in the corridor such as signage, provision for non-motorized travel and general tourist-related amenities. Interviewees were optimistic about opportunities for partnerships to implement projects within the corridor.

SR 105 Corridor Management Plan, Transportation Inventory (Parametrix, Inc., February, 1998)

This inventory documents the existing and projected future transportation conditions along the SR 105 corridor. The analysis documented in this report includes all modes of transportation and is intended to identify problems, constraints and opportunities affecting access to and travel within the corridor, with particular emphasis on seasonal fluctuations in travel demand. Consultation with local residents also played a key role in the identification of roadway deficiencies that included: Washaway Beach, drainage problems in the Grayland area, various safety concerns, congestion near Aberdeen and expected near the new Stafford Creek prison, access and parking, bicycle and pedestrian circulation and signage.

Economic Inventory for SR 105 Corridor Management Plan (Parametrix, Inc., February 1998)

The economic inventory was prepared to document and characterize economic conditions and economic development activity in the SR 105 corridor. This information was subsequently used to both understand the function of SR 105 in Grays Harbor and Pacific Counties and to assess the implications of various corridor management strategies, projects and potential highway improvements. The inventory includes information related to population, employment and income trends; commuting patterns for SR 105 region residents, existing and historic economic activity related to tourism, economic forecasts including population and employment, and economic development plans within or affecting the corridor.

Visual Resources Inventory for SR 105 Corridor Management Plan (Jones and Jones, February 1998)
This report documents the existing visual environment within the corridor, as well as existing state and local policies regarding scenic resources. Included in the inventory of visual resources are the results of the Viewer-Employed Photography process. This process involves having local residents photograph the most important features or landscapes in the corridor and identify sensitivity to change of a pictured resource, its importance to the corridor and its basic qualities (be they scenic, natural, recreational, historic, cultural or archaeological). The visual resource inventory provided one of the inputs into the identification of the corridor resources around which the Corridor Management Plan was formulated.

Built Environment Inventory for SR 105 Corridor Management Plan (Parametrix, Inc., March 1998)
The purpose of this inventory is to provide a description of the manmade environment as its exists along the corridor today. The inventory includes cities, towns, agricultural areas, the Shoalwater Bay Reservation and parks. It identifies major public and private land ownership patterns, and it documents existing generalized land use plans, zoning and public policies that affect the corridor by controlling or influencing activities along the highway. The report considers the following types of issues: general growth trends, potential for urban development based on existing comprehensive plans and zoning, public lands management and opportunities for enhancement of the corridor, general economic trends as drivers for development, and the public and private working landscapes (e.g., forests and farms).

Recreational Resources Inventory for SR 105 Corridor Management Plan (Parametrix, Inc., March 1998)
This report looked at the range of recreational opportunities available to residents and visitors in the SR 105 corridor including: beach recreation, pleasure driving and bicycle touring, nature-based recreation, fishing and hunting, and cultural or heritage-related recreation. Existing sites and facilities are documented and discussed. The report also addressed existing plans and policies that influence the development and operation of recreational facilities in the corridor.

SR 105 Community Workshop Summary (Pacific Rim Resources, March 1998)
Six community workshops were held in the corridor to discuss major issues, concerns and opportunities that had been identified during the development of inventory reports and through the earlier public involvement process. Goals for the Corridor Management Plan were discussed, as well as ideas on action strategies and concepts for project implementation. Discussion was focused around three major subject areas: quality of life and the conservation of resources, the visitor experience, and safety/mobility. Opportunities for corridor interpretation, better signage and corridor marketing were also discussed at several workshops.

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