

The

HIDDEN COAST

Scenic Byway



Corridor Management Plan



Hidden Coast Scenic Byway Corridor Management Plan

A cooperative project between the Grays Harbor Council of Governments, the Quinault Indian Nation, and the Washington State Department of Transportation, Olympic Region.

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Parametrix

HIDDEN COAST
SCENIC BYWAY

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Part I – Introduction



The Hidden Coast Scenic Byway

The Hidden Coast Scenic Byway, SR 109, is located on the west side of Washington's Olympic Peninsula, north of Gray's Harbor. The peninsula is rugged country, forested and mountainous in the interior with a narrow coastal band along the Pacific Ocean. The byway follows the north shore of Grays Harbor from the City of Hoquiam to a crossroads called Hogan's Corner, then turns north along the Pacific Coast, passing through a series of small beach towns before it reaches the Quinault Indian Nation town of Taholah. Just over a two-mile segment of the byway heads south from Hogan's Corner to Ocean Shores, one of Washington State's most popular tourism destinations.

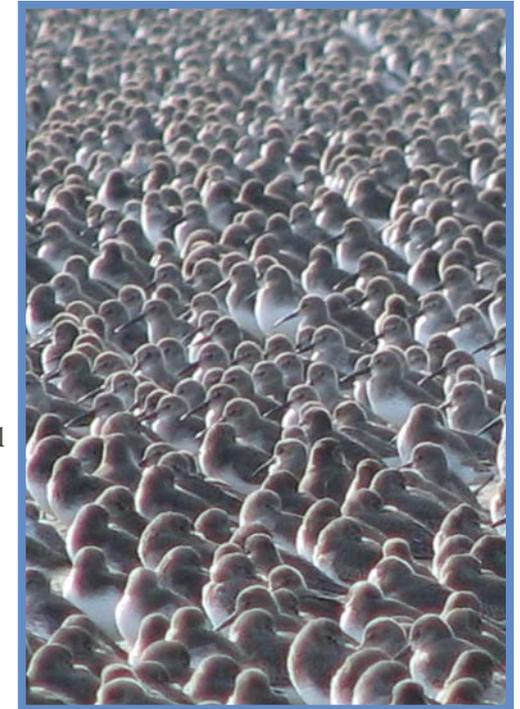
Travelers access the byway from US 101, the Pacific Coast Scenic Byway. From the south, travelers may be continuing a trip from the Oregon Coast, crossing into Washington by the Megler - Astoria Bridge over the Columbia River. From the north travelers may have driven from the Strait of Juan de Fuca and Olympic National Park. Travelers coming to the region from the Puget Sound area typically travel across US 12 from Olympia, connecting to US 101 at Aberdeen.

LOCATION AND BYWAY STATUS

Located on Washington's Pacific Coast and the north shore of Grays Harbor, the Hidden Coast Scenic Byway is a Washington State Highway (SR 109) connecting the City of Hoquiam and the community of Taholah. Along the way it passes by several beach communities including Ocean Shores, Copalis Beach, Ocean City, Seabrook, Pacific Beach, and Moclips. Most of the route is located in unincorporated Grays Harbor County. Hoquiam and Ocean Shores are incorporated cities, and Taholah is the primary community for the Quinault Indian Nation.

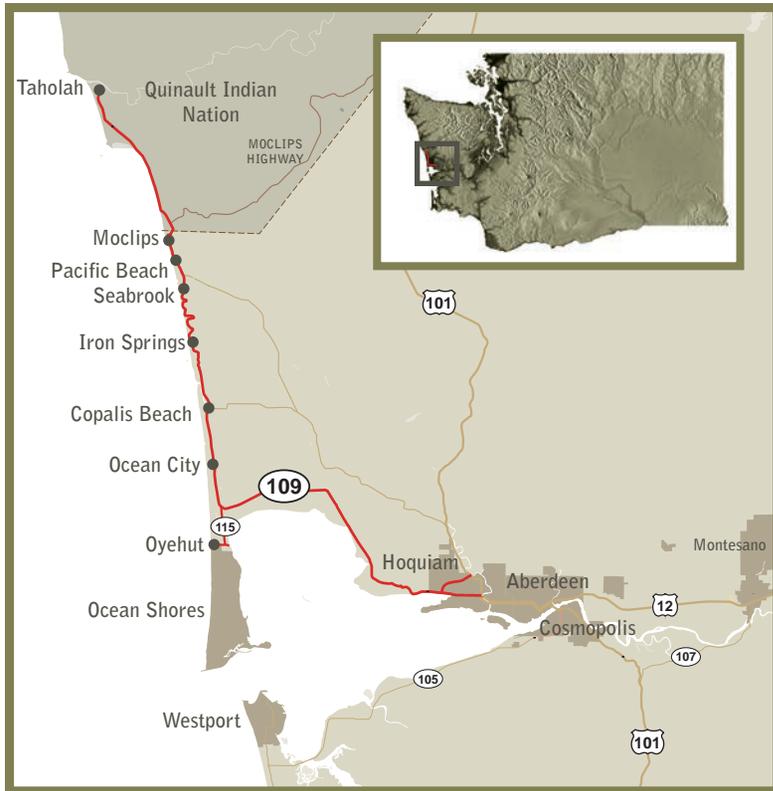
The portion of SR 109 west of the SR 109 Spur was designated as a Washington State Scenic and Recreational highway in 1967. The portion of the route east of the Spur connecting through Hoquiam to US 101 was designated in 1993.

SR 115, which provides access to Ocean Shores, the Quinault Beach Resort and



Coastal Dunlin in November

Casino, Ocean City State Park, and Oyehtut is not a designated Scenic and Recreational Highway or Washington Scenic Byway. However, because of the importance of these communities and destinations to travelers in the region, the plan treats the communities and resources along this road as full participants in the byway.



The Hidden Coast Scenic Byway (SR 109) connects the city of Hoquiam to Taholah, the main community of the Quinault Indian Nation. It provides access to the City of Ocean Shores, one of Washington States most popular travel destinations, and to the communities of the North Beach area, which offer a variety of lodging, recreation, and tourism activities.

CORRIDOR MANAGEMENT PLAN PURPOSE & OVERVIEW

The Hidden Coast Scenic Byway (SR 109) is one of the best ways to access the Pacific Coast in Washington State. Beginning in historic Hoquiam and extending past the rich mud flats of Grays Harbor, the popular tourism destination of Ocean Shores, the charming beach communities of the North Beach area, and the regional center of the Quinault Indian Nation, the byway offers visitors opportunities to enjoy the region's natural and historic heritage.

The Corridor Management Plan for the byway is intended to document opportunities to enhance the byway as a visitor destination. The planning process included consideration of the roadway and transportation systems, access to recreation, visitor services, community development priorities, and the region's tourism economy. Developed with extensive involvement from corridor stakeholders, the plan for the byway is a roadmap to future improvements and management opportunities.

The plan is not intended to replace traditional transportation improvement, local land use, or economic development plans. Instead the plan complements those efforts with a focus on recreational travel in the SR 109 corridor. The Corridor Management Plan is also not a regulatory document. Participation in the Washington State or National Scenic Byways programs has no impact on private property or the ability of local or tribal governments to regulate land use. In some cases a byway plan might recommend a project that requires purchase of private property (for example to develop access to a recreation site or develop a new viewpoint.) These projects are intended to be implemented with the cooperation of a willing seller.

The plan is intended to benefit local communities by:

- Documenting a shared vision and goals for the corridor
- Identifying potential enhancements to the byway for future development

HIDDEN COAST SCENIC BYWAY



- Supporting applications for grant funding to implement byway-related activities
- Encouraging coordinated planning, marketing, and capital projects in the corridor.

Byway plans are an opportunity to develop a shared vision for improving recreational travel and its associated benefits for local communities. With vision and direction, local stakeholders, jurisdictions and land management agencies can be more coordinated and effective. Also, the byway plan provides insight and direction for WSDOT as they develop plans for maintenance and improvement of the highway.

Scenic byway plans are community-based. That means that both the planning process and implementation of the plan will be guided by community input and leadership. The plan will be implemented with the leadership of a byway steering committee made up of local representatives from jurisdictions, travel, marketing and tourism organizations, partner agencies (primarily Washington State Parks), and other interested stakeholders. The Grays Harbor Council of Governments (GHCOG) will play a coordinating role, supporting the steering committee and assisting in the development and implementation of byway projects.

The highway itself is the responsibility of the Washington State Department of Transportation (WSDOT). WSDOT plans focus on keeping the highway safe and maintaining its capacity to handle traffic demands. The scenic byway plan is intended to address the specific needs of recreational travelers. Some of these issues, for example weekend traffic congestion, are directly related to the highway. Other issues, for example recreational facilities or beach access, are more about the roadside and properties near the highway. Recommendations for these types of improvements to the byway may be the responsibility of state or local agencies, or be developed with the leadership of local community groups or businesses.



Fog on the North Coast

Part II – Vision, Goals, and Objectives



Imagining the Future of the Hidden Coast Scenic Byway

The region served by the Hidden Coast Scenic Byway has been an established recreational travel destination since long before the road was developed. Likely beginning with social travel among the Quinault and nearby Native American peoples, and continuing with travel by railroad and then automobile, this is a place that has attracted visitors for millennia.

Planning for the Hidden Coast Scenic Byway is a way to identify today's opportunities for improving the region as a tourism destination. Recognizing contemporary travel patterns, regional economic conditions, and the interests of local residents as they work to improve their communities and quality of life, the byway plan begins as a snapshot of current opportunities and priorities.

Establishing a byway, however, is more than a one-time planning activity. It is the beginning of a long-term effort to improve regional coordination and communication to deliver a better travel experience for visitors, and improve the benefits of recreational travel for local communities. Being active as a byway provides new tools for

stewardship of the underlying resources that contribute to the quality of the region as a destination and place to live.

As local stakeholders continue their work towards meeting the goals they have described for the byway, new opportunities and priorities will emerge – showing the way to the next steps for the byway and its continuing role for the region.

The vision and goals for the byway are a strong foundation for the beginning of this work. They provide both a long-term, big-picture overview of the opportunities for the region, and describe shorter-term, achievable goals for meeting those opportunities.



Hidden Coast Scenic Byway Vision

The Hidden Coast Scenic Byway will be the quintessential Washington Coast drive.

A drive on the highway will offer a beach experience like no other in the state, combining vibrant beach towns, beaches of different character and recreation opportunities, a variety of lodging, camping and dining experiences, and opportunities to learn unique natural and cultural heritage stories.

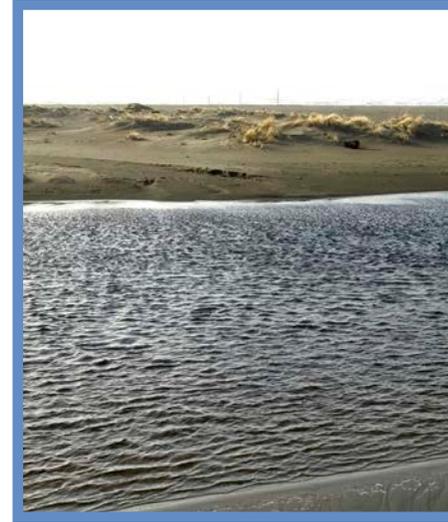
The road will maintain important parts of its natural and undeveloped character, where trees grow from the coastal hills all the way to the shore.

Once they have arrived at the byway, visitors will not need to rely on their cars to get around. Safe and enjoyable trails and bike routes connect between and within communities.

Recreational opportunities along the byway will not end at the shoreline. Instead they also look inland, taking advantage of natural forests, rivers, and streams.

The cultural history of the byway, thousands of years in the making, will be accessible to travelers through a range of interpretive opportunities. Major facilities at Hoquiam, Ocean Shores, Moclips, and Taholah will provide opportunities to learn about the development of the region, its unique culture, and the relationship between cultural development and the natural setting.

Over time, the byway will become more and more known as Washington's best beach destination, and as the best road for a seaside drive.



Goals and Objectives

NON-MOTORIZED TRANSPORTATION

Provide safe, enjoyable ways for residents and visitors to travel the byway without cars

- Connect communities with trails or other off-road routes
- Accommodate bike-based touring along the byway
- Connect Moclips, Pacific Beach, and Seabrook with non-motorized trails
- Improve pedestrian and bike facilities within Ocean Shores, connecting the downtown retail core, the shoreline lodging and residential areas, and major visitor destinations

INTERPRETATION

Tell the stories of the corridor’s natural and cultural resources

- Develop/Support major interpretive facilities at Polson Museum, Bowerman Basin, Ocean Shores, Moclips, and Taholah
- Develop or improve interpretation at waysides, state and local parks, and in communities

ENRICH OPPORTUNITIES FOR ECO-TOURISM

Improve natural resource access and interpretation.

Explore opportunities at:

- The Ghost Forest
- Burrows Road/North Shore Natural Areas
- The Weatherwax
- Oyehut Wildlife Recreation Area/Damon Point
- Point Grenville
- Cape Elizabeth
- Copalis Spit Natural Area
- Quinault Experimental Forest

Develop human-powered boat access at major rivers and streams along corridor

- Bowerman Basin
- Humptulips River
- Joe Creek
- Moclips River
- Copalis River

COMMUNITY ENHANCEMENT

Revitalize struggling community centers

- In the short term, focus on community beautification through a combination of neighbor to neighbor assistance, public right of way improvements, and enforce existing regulations.
- In the longer term, work towards retail and services infill of existing town centers
- Work towards retirement of billboards along SR 109

BEACH ACCESS

Maintain or improve beach access

- Maintain existing beach access points
- Improve facilities at beach access points where possible (parking, restrooms, interpretation, etc.)

CONSERVATION

Maintain the natural character of the byway corridor (“trees to the beach”)

- Maintain/establish natural area separators between communities
- Emphasize development in and around existing towns/discourage strip development along highway
- Identify key parcels for potential acquisition or purchase of development rights

GATEWAYS AND WAYFINDING

Provide signs and visually compelling gateways structures to assist travelers to the byway.

- Improve directional signing through Aberdeen and Hoquiam
- Develop major byway gateways at entries to the corridor, and community gateways at each byway community
- Develop signing program including route reassurance signs, directional signs, services signs, and appropriate signage for businesses

VISITOR INFORMATION

Improve quality and delivery of visitor information, building on the existing network of visitor information sites and programs

- Develop recognizable visitor information kiosks at several points throughout the byway to provide consistent travel information
- Develop maps, brochures or other travel aids to assist visitors in finding byway destinations and to enhance their travel itineraries
- Develop policy on signing for alternative routes, including Copalis Beach Road, Ocean Beach Road, and the Moclips Highway
- Provide visitor information at regional information areas, for example the Elma Rest Area and Forks visitor information center

What could the outcome of the plan look like?

The byway plan, and the work of byway partners to slowly make it a reality, is intended to coordinate ideas and opportunities for great trips along the Hidden Coast Scenic Byway. There are many possible examples, but for now imagine a drive along the Hidden Coast Scenic Byway, not now, but not too far in the future...



Entering Aberdeen and Hoquiam, road signs begin to include logo signs for the Hidden Coast Scenic Byway. As you approach the intersection of US 101 and SR 109, a large gateway sign reassures you that you've reached the right turn, and also lets you know by its materials and design that you're leaving the commercial and industrial urban area, and heading for the beach.

The section of SR 109 to Hoquiam High School is a charming city street, with good sidewalks and bike lanes to make sure that kids are safe on the way to school. Driving along, you see a few folks riding along with tight shorts, expensive bikes and luggage on their racks. You remember reading on the SR 109 Web site that there are miles of bike trails along the route of the byway, and guess that they are also heading for the beaches.

Heading out of Hoquiam you turn into the Grays Harbor National Wildlife Refuge. It's not peak migratory season, but you've heard that the mud flats are an interesting ecosystem, and there's always something to see. Stopping at the visitors center you use the restrooms (always nice to find some...) then take a look at the exhibits describing the shorebirds and the ecology of the refuge. A volunteer staffer lets you know what to look for today, then you head out along the boardwalk for an enjoyable tour through a unique natural area.

Getting back in the car you continue your trip west, passing a few roadside viewpoints along the harbor, then beginning the climb into the hills. The rolling forestland is a change from the city, and gives you the feeling that you're really leaving Aberdeen and Hoquiam now and heading to a place more rural and natural. Signs along the road point

south to more wetland natural areas, but after the refuge you're anxious to get to the beach, and keep heading west.

Approaching a turn you see a neatly landscaped small group of buildings, a gas station, a few shops, and a small visitor information kiosk, along with signs to Ocean Shores and the North Beach. The logo sign shows that the byway continues along the main direction after the turn. You're planning to stay at the Iron Springs resort, but you've heard that there's a festival in Ocean Shores this weekend and you think that you might want to take a look— plus, you've got hungry kids and it's getting to be lunchtime. The map at the information kiosk shows that Ocean Shores is just a few minutes down the road, and you head that way.

Prominent signs guide you to the Ocean Shores Visitor Center, and after a quick stop you know the schedule for festival events, have a list of a few restaurants to check out for lunch, and even good directions for getting to your hotel for the evening. First things first, you choose a restaurant for lunch and grab a quick bite - there's nothing like fresh fish and chips to go along with the smell of salt water. Now you know you're at the beach. The owner of the restaurant is behind the counter when you order, and besides encouraging you to see the kites at the festival she tells you that you can't get out of town without seeing the Ocean Shores interpretive center. The map from the visitors center is a great help as she draws the route for you with her order pen.

After lunch you head for the beach, enjoying the sand and surf as much as the kite displays. You head down to the interpretive center and lose yourself for a while in the eccentric collection of historic artifacts, natural history displays, and plain good stories.

On the road again you head north, passing by charming beach villages. Small signs along the road let you know where you are—Ocean City, Copalis Beach—and follow along on the map you picked up in Ocean Shores. One of the stores in Copalis Beach has canoes and kayaks lined up out front, ready to rent for a paddle to the Ghost Forest. The byway Web site had featured the ghost forest as a destination, but you're not sure that your family is up to paddling out there by yourselves—maybe you'll try one of the scheduled tours guided by a state parks interpreter this weekend. It's amazing—and a little scary—to think about the sheer power of the earthquakes and tsunamis that have shaped the coast.

You reach Iron Springs ready for dinner and a relaxing evening. Saturday morning starts out rainy, so some indoor activities sound like the right plan. You're not far from the Moclips Museum and you head that way. The recreated depot building looks like something straight from the past, and even the kids enjoy the displays from the history of the area. The rain is letting up, though, so it's time to be outside. You grab a quick lunch in Moclips, and look for the nearest beach access. Interpretive signs show the historic site of the Moclips Beach Hotel—it makes the historic part of the Iron Springs resort look tiny!—and you imagine what the beach would have looked like with men in straw hats and women in hoop skirts walking along the strand.

The staff at the museum gave you lots of options for dinner—the new café in Taholah, the restaurant at the Ocean Crest, even a pre-packed picnic for the beach from the Seabrook General Store. You're quickly discovering that one long weekend is not going to be enough

to really explore this part of the state. After dinner you turn in early, hoping that the weather will be good for your early morning paddle to the Ghost Forest.

The guided trip to the sunken Ghost Forest is definitely the highlight of the trip. You've never paddled a sea kayak before, but it turns out not to be too hard, even with the kids on board. Standing on the floating interpretive dock, listening to the park ranger tell the story of the Ghost Forest you are taken back hundreds of years, to a time when things were wilder, and the ghostly white cedar trees you see around you were just a small part of the old growth forest that would have covered the hills back here.

Back in Copalis Beach it's time for a quick lunch, then on the road. You enjoy the drive, and this time as you pass along the beaches and the north shore of Grays Harbor you have a much richer understanding of the landscape you're passing through and the history that happened here. You've made good time on the drive back to Hoquiam, and decide to make a quick detour through the Hoquiam historic district—following another map in a brochure you picked up in the Ocean Shores Visitors Center. The brochure also lets you know that you have time to catch the last historic logging and mill demonstration of the day at the Polson Museum, and you head over. You're very glad that the map shows you the way—that was confusing! The demonstration is incredible. How could they handle trees that size with hand saws and steam engines? You head home tired, but with memories of a great trip, and even more ideas for your next visit...

This trip isn't possible now, but could be with the completion of the types of projects described in the Corridor Management Plan. It is a description of a great trip, to a great place. The family had a good vacation, contributed economically to the region, and will come back. They will probably tell some friends, too. That's the real purpose of the byway plan, and why the effort to complete projects can have a real impact on byway communities.



The locally-based tall ship replica "Hawaiian Chieftain" floats up the Hoquiam River near the eastern end of the byway

Part III – The Corridor, Resources and Story



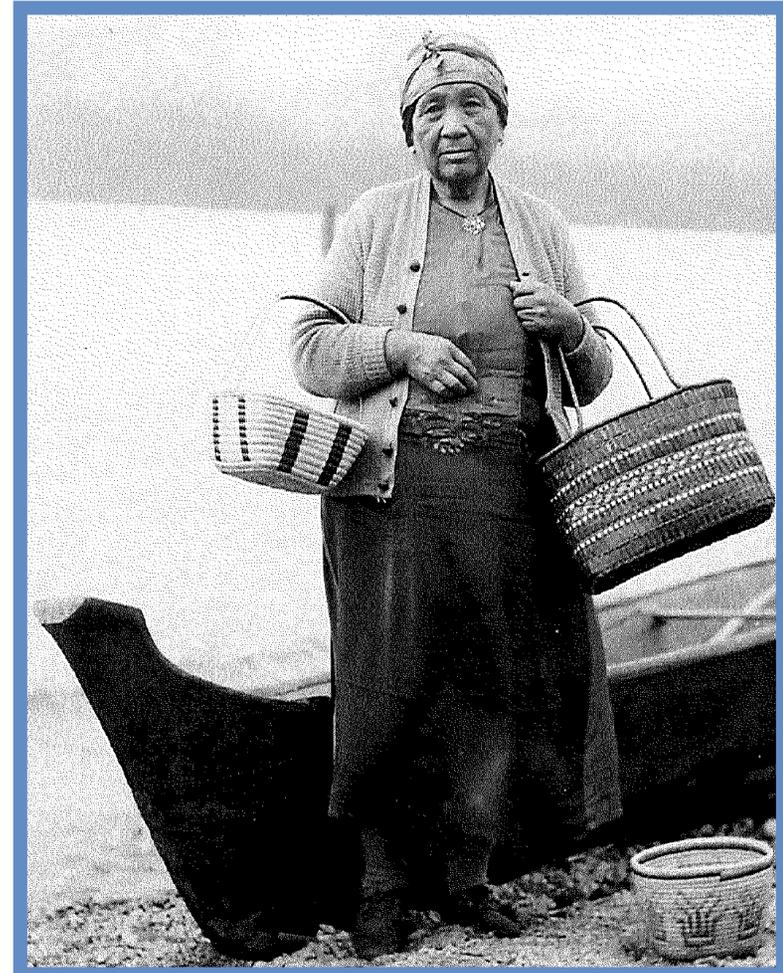
The Hidden Coast Scenic Byway – History and Resources

Pre-Recorded History

For thousands of years, since the last glacial retreat 12,000 years ago, this has been where the rainforest met the sea. Rain-fed rivers and streams supported abundant salmon runs, razor clams grew under intertidal sands, shorebirds covered the mudflats on annual migrations, and grey whales filled the sea corridors to the north in spring and south in fall. A rugged place, with steep hills rising from the shore, thick vegetation, and heavy winter rains, it was also a place where first native American peoples and later non-native settlers found a rich supply of resources for sustenance and trade, and homes in the forests and by the sea.

Native Americans Thrived Here for Centuries

The lands surrounding the Hidden Coast Scenic Byway were for centuries settled by numerous tribes and bands of Native American peoples. A complex network of permanent winter villages and summer encampments supported seasonal patterns of harvest, trade, and social interaction in a landscape that provided for every need of a complex



Sally Hoh, Quinault Basket Maker. Early weavers wove images specific to the individual family.

and successful society, including food, fiber, medicine, and home. Each of the major streams and rivers provided a site for Native American villages or camps, providing both reliable fresh water and a source for salmon. Native American camps and villages in the area included the Quinault along the north side of the Chehalis River, and along the Wishkah, Humptulips, Oyehut, Copalis, Joe Creek and the Quinault and Clearwater rivers and tributaries.

The history of these times is told mostly through the stories of the native peoples. Seasonal patterns and village locations tell part of the story, but cannot begin to capture the richness and variety that characterized thousands of years of Native American life here, as native peoples interacted with neighboring groups, and met day-to-day challenges of life in a land that could be as harsh and unforgiving as it was beautiful and abundant.

The Tsunami of 1700 and the Ghost Forest

One of the infrequent dramas that Native American peoples faced several times was earthquake and tsunami—the unpredictable and infrequent threat of living on the coast. One of the region’s most interesting features is the result of a great tsunami that occurred in 1700, when a major Pacific Ocean floor earthquake created a tsunami battering both the Washington coast and as far west as Japan. Among other impacts to the area along the SR 109 corridor, there was inundation and subsidence upstream along the Copalis River. Elevations dropped precipitously, and the seawater deluge created what is now known as the Ghost Forest, an area of standing dead evergreens along the Copalis River inland from Copalis Beach.

18th Century—First Contacts among Native Peoples and European Explorers.

The history of the region since the first arrival of European explorers and then American settlers includes the first contacts between Europeans and native peoples in what eventually became Washington State. In 1775 at Point Grenville, probably near the same small protected bay that the Quinault used to beach and process whales

hunted at sea, Quinault met two Spanish ships sailing northward from California under the command of Captain Heceta. The Quinault initially traded with the Spanish, then later attacked a landing party and pursued the ships. Several Quinault were in turn killed by Spanish sailors.

The late 1700’s and early 1800’s was a time of intense competition between seagoing nations for territory and trade.

The byway region was visited by English, Russian, and American ships of exploration over the next few decades. In 1792 Captain Robert Gray’s trading ship *Columbia Rediviva* of Boston, flying the American flag, was the first flagged ship to enter what would be named Grays Harbor, the largest estuary and deepwater harbor on Washington’s Pacific Coast.



By the time non-native settlement began in earnest in Grays Harbor less than 500 Native American inhabitants remained in the local villages, the populations decimated by introduced diseases from which natives had no immunity.

Treaty Agreements

The “Quinault River Treaty” meeting was held July 1, 1855 at the Quinault River with the Quinault tribe and its band of the Queets, and the Quileute tribe and its band of the Hoh. On January 25, 1856 the Treaty of Olympia was signed. In addition to above-named peoples, descendants of the Cowlitz, Chehalis and Chinook ultimately became



part of today's Quinault Indian Nation. The Quinault Reservation is some 208,000 acres, extending from the Pacific Coast eastward along the Quinault River to Lake Quinault. Taholah was the largest of the Quinault Tribe villages, named in honor of a Quinault Chief. The site of one of the most picturesque beaches on the Washington coast, canoe-crafting and net fishing still occur here. Taholah remains the center of Quinault Indian Nation government and main population center of the Quinault Reservation, whose boundaries were established by President Grant in 1878. The result of treaty agreements opened up lands outside the reservation for non-native settlement, and for development of those communities in Grays Harbor and along the coast.

Hoquiam Area Settlement in the 19th Century

By the end of the 1850's settlement in the Hoquiam area and in the byway corridor along Grays Harbor began in earnest. The first permanent Hoquiam settlers were James Karr and his brother in 1859, followed by Edward Campbell. The name "Hoquiam" means "hungry for wood" from a Native American word referring to the driftwood that collected at the wide mouth of Hoquiam River where it enters into the harbor. Almost at the same time the Point Brown peninsula, which would become today's community of Ocean Shores, was settled by its first non-native homesteader Matthew McGee.

Rise of Logging and Lumber Mill Economy

The primary industry for the region was harvest of the immense trees that covered the inland hillsides. Douglas fir, cedar, spruce, and hemlock grew to amazing sizes in the temperate rainforests of the western Olympic Peninsula, with Douglas fir reaching ten to fifteen feet in diameter and three hundred feet tall. In 1882 the first mill to process lumber for export was built, and during the 1880's and 1890's Grays Harbor emerged as one of the most important lumber-shipping ports on the Pacific coast, rivaling those developed earlier within Puget Sound.

Logging and the mill economy accelerated as railroads connected with Grays Harbor. Between 1883 and 1888 the Port Blakely Mill Company completed a logging railroad that reaches all the way to Grays Harbor. In 1898 the Northern Pacific Railroad reached Aberdeen and Hoquiam, finally making an efficient overland connection between Grays Harbor and the rest of the nation.

North Beach Development and the Railroad

Development along the North Beach came more slowly, reflecting its relative inaccessibility compared to the Grays Harbor. Scattered homesteaders had started small communities, but it was a challenging place to live without reliable connection to the interior. That all changed in 1905, when the Northern Pacific completed a rail line to Moclips, developing the westernmost rail terminus in the United States. Moclips was transformed almost overnight. In the same year the railroad arrived the first Moclips Beach Hotel was finished, a grand structure with 150 rooms. It burned only a few months after opening,



Historic 7th Street Theater in Hoquiam has been remodeled and features live entertainment and specialty film events

but was replaced with the even grander second version of the hotel, opening in 1907 three stories high and with almost twice as many rooms. Unfortunately this incarnation of the hotel was also short-lived. Along with many other new structures built in the now-bustling town, the hotel had been built too close to the ocean and strong winter storms washed large sections of the community away between 1911 and 1913.

Tourism, Timber and Seafood

Moclips remained a tourist destination, with a 1914 Merchants picnic drawing 4,000 guests; it also developed timber and seafood processing. Canneries processed tons of razor clams, and shingle mills were built to transform cedar trees into roofing and siding materials. The nearby town of Aloha, located just inland of Moclips on the Northern Pacific line, had the world's largest red cedar mill. The first surfboards produced in continental United States were made at the Aloha Lumber Company—undoubtedly under the influence of founding partner Wilfred Dole, whose family ran the Dole pineapple company in Hawaii. The story was similar for Copalis Beach, Pacific Beach and other North Beach Communities, originally isolated communities developed with connections first by rail and then by road. Originally supplies for



Digging for razor clams on byway beaches has been a popular recreational activity for decades. For a short time, commercial clam digging and canning were a very important economic contributor to the region



Early tourists take the ride to Point Grenville

Copalis Beach were shipped to Oyehut, then hauled overland along the beach. With connection to the rail, opportunity blossomed for tourism, mills, and clamming. All along the North Beach the razor clam industry was enormously important to early development. Commercial diggers regularly hauled hundreds of tons of clams annually from the beaches for processing and export. School calendars were organized around clam tides. While the razor clam harvest may seem rambunctious today, it can't begin to compare with the wild heyday of the early 20th Century razor clam industry on the North Beach.

The Automobile Era

In 1910 the 8th Street Bridge in Hoquiam ushered in car travel over the Hoquiam River and eventually all the way to the beach. This was the beginning of the auto era for the byway region; it was also the beginning of the end for train travel along the Hoquiam-Moclips line. Early roads to the region did not follow the current coastal route of SR 109, instead traveling an inland route to Moclips and Copalis along the general alignment of today's Ocean Beach Road and Copalis Beach Road. In fact, these routes were originally developed as state highways, and the current SR 109 was a county road that replaced the original coast road—hard sand or planks laid down on the beach, passable only at low tide.

HIDDEN COAST SCENIC BYWAY



Coastal Defense and WWII

The City of Pacific Beach changed dramatically during World War II as the Navy took over the Pacific Beach Hotel as part of the coastal defense system. After the war the Navy temporarily moved out of the hotel, and tried but failed to return it to the community. Eventually the site was used as a radar station, then again as an active Navy base; finally it was redeveloped and still serves today as a recreational facility for active and former military personnel.

Point Brown Peninsula Becomes Ocean Shores

While North Beach flourished and then declined as a tourism destination and Oyehut bustled, Point Brown Peninsula remained a sleepy cattle ranch from 1929 to 1960. In 1960 developers bought the land anticipating legalization of casino gambling in Washington State. Although the legislature did not change the law, Ocean Shores proceeded to be platted, streets and extensive canals constructed, a community center created, commercial lands zoned and hotels built. While the new city of Ocean Shores did not grow as quickly as originally anticipated, it gradually developed into a tourist destination,



1962 Aerial view of marina development at the southern tip of Ocean Shores

retirement haven, and popular state and regional vacation spot. Even the resort and casino eventually appeared, built by the Quinault Indian Nation just north of Ocean Shores' city limits, where it has become another popular destination spot for area residents and travelers to the North Beach.

Present Day Changes Still Echo Historic Themes

Today many of the historic themes that defined the region still persist, although with inevitable change. The Quinault Indian Nation continues to be a strong presence in the region: among their future plans is multi-use development of the marina on the south tip of Ocean Shores. The timber industry survives and evolves, with reduced employment due to lowered harvest levels, processing efficiencies and economic changes. Razor clam digging remains an important activity on the North Beaches, but now as a popular recreation rather than livelihood. Beaches, mountains and temperate rain forests remain a powerful draw for tourists. Both long-time residents and newcomers value this area as a home. The recent development of Seabrook shows that the historic enthusiasm for north coast settlement still draws people to North Beach.



Burrows Creek on the Humptulips River empties into Grays Harbor

Public Lands Serve Resident Communities and Visitors Alike

An excellent system of Washington State Parks including Damon Point in Ocean Shores, Ocean City, Griffiths-Priddy in Copalis, and Pacific Beach, now provides services and public access to the beach along SR 109. The Grays Harbor National Wildlife Refuge at the west end of Hoquiam offers dedicated lands for annual shorebird migrations and for the public to view them.

Rich Offerings of the Olympic Peninsula

We luxuriate in the middle of the Pacific Temperate Rainforest EcoRegion: the largest area of temperate zone rainforest on the planet, stretching from California to Alaska. The Hidden Coast Scenic Byway lies within an hour's drive of the Quinault Lake Lodge and trails with giant cedars and firs, banana slugs and huge ferns. We are close to the majestic Olympic National Park and Forest, first preserved in 1909 by Theodore Roosevelt as a national monument, and later by President Franklin Roosevelt in 1938 as a national park. To the south within an

hour's drive around Grays Harbor lie the cranberry coast, lighthouses and more mighty Pacific beaches.

Both the environment of the Hidden Coast Scenic Byway, and its history, is rich and beautiful. Stories, studies and photographs tell the varied tales of this corner of the Olympic Peninsula. Stop along the route at city libraries and the Polson Museum in Hoquiam, the Interpretive Center at the southern tip in Ocean Shores, the Moclips Museum bordering the highway, and finally, the abundant resources of the Quinault Cultural Center and Museum in Taholah. The photographs and stories will take you back to earlier times and peoples, as the highway takes you through living history.

HIDDEN COAST SCENIC BYWAY



Parking at Griffiths Priddy Ocean State Park near Copalis Beach provides easy beach access and traveler services



Pacific beaches on the North Coast are deep and wide, full of driftwood, sand dollars and crab and clam shells.



Razor clam shells scatted in beachside dune grasses after a successful dig

The “Intrinsic Qualities” of the Byway

Byways are really about the landscape, culture, and heritage that defines their setting—the area that surrounds the road and provides the foundation for recreational travel in the corridor. The National Scenic Byways Program defines these resources as “Intrinsic Qualities” that contribute to the experience of a scenic byway, and separates them into six categories: archeological, cultural, historic, natural, recreational, and scenic.

To meet the criteria for designation as a National Scenic Byway, byways must offer at least one intrinsic quality that is of regional significance. To qualify as an All-American Road, the byway must possess more than one intrinsic resource, and that resource must be recognized as nationally significant. All-American Roads must be considered of high enough quality that they would be considered “a destination unto itself”—the primary motivation for a trip.

BYWAY-WIDE RESOURCES

The three main byway themes—beach recreation, natural heritage, and cultural heritage—are also the main aspects of the byway’s resources.

Found throughout the byway, these can be thought of as byway-wide resources.

Beach Recreation

The Hidden Coast Scenic Byway is the best way to the beach in Washington State. The byway’s beaches are quiet and secluded or social and thronged with people, open and expansive or intimate and complex, backed by rolling dunes or eroding cliffs, clear to the horizon or broken with sea stacks and hidden rocks. Access to the beaches rarely requires a significant walk, and there are enough access points that you can reach the beach within a twenty minute drive from just about any location along the way.

The natural and recreational opportunities of the byway’s beaches are complemented by popular beach-related festivals and events. Razor clam openings are major events, drawing tens of thousands of visitors to the beaches annually. Kite festivals, glass ball festivals, sand castle contests and more celebrate the unique opportunities for beach recreation available here, and the central place the beach holds in local community life.



Coastal Habitats of Exceptional Diversity and Quality

From the mud flats of Bowerman Basin to Point Grenville’s rocky sea stacks, the byway offers access to exceptional coastal, estuarine, and upland habitats. The most prominent of these is the Grays Harbor National Wildlife Refuge, where migrating shorebirds pack the mudflats each spring. However, other habitats of great quality and diversity are everywhere along the corridor. The North Bay Natural Area Preserve protects some of Washington State’s best sphagnum bog habitat. The Oyehut Wildlife Area and Damon Point State Park offer excellent bird habitat. Marine mammals can be spotted from nearly every beach, and the coastal dune systems are also habitats supporting a wide variety of bird and amphibian species. The Ghost Forest, in addition to representing a unique geological story, is also part of a high quality river and wetland system. Downstream from the Ghost Forest the Copalis Spit Natural Area is also protected in its natural state and offers easy access to the dynamic area where one of the corridor’s major rivers reaches the sea.

Cultural Heritage Resources

The cultural heritage of the byway is as rich and diverse as the natural. Although there is little visual evidence of the thousands of years of Quinault culture that flourished here, every part of the corridor was a familiar place to the early inhabitants, who knew the best locations for permanent and temporary villages, harvesting resources, transportation and recreation. Today Taholah is the center of contemporary Quinault culture, which balances respect for cultural traditions with a strong vision for future vitality.

The region’s more recent timber, tourism, shellfish and fishing heritage is interpreted in key facilities along the byway, which tell the story of dynamic change over the last few centuries. Downtown Hoquiam includes a variety of well-preserved historic buildings from its timber town heyday, now providing character to the urban fabric of a city with more diversified economy. Each of the smaller communities along the byway has a history of fishing, clamming, canning, shingle mills and

timber processing that can be interpreted today to better understand the region’s past. Resource-dependent ways of life waxed and waned with changing markets and dwindling supplies of timber, fish, and shellfish, but they remain the basis for a regional culture with a lively past and echoes to the present. More recent lifestyles in the corridor have been more closely tied to the region’s natural amenities, as more and more residents are interested in living in a place where nature and the sea are a close part of everyday life.

LOCATION-SPECIFIC RESOURCES

The more complete list of resources is organized by location along the byway. To simplify the list, the byway is organized into smaller districts, or landscape units, that include generally similar landscape types. These landscape units are shown on the accompanying map, and coordinated with the resource list.

These resources are summarized in the adjacent table, organized according to general segments of the byway. The intrinsic qualities correspond well with the overall experience themes described for the byway, and the resource inventory that follows is a handy reminder of the different resources available along the route.

HIDDEN COAST
SCENIC BYWAY



The resource inventory for the byway is shown in smaller segments, or landscape units, of the corridor. This map shows the general location and names of the landscape units, which are used to organize the resource list on the next few pages.



Hidden Coast Scenic Byway Resource Inventory

Landscape District	Resource	Natural	Recreational	Scenic	Historic	Cultural	Archeological	Distance from Byway (miles)
Historic Hoquiam	Downtown Hoquiam Historic District				°	°		1
	Polson Museum				°	°		.5
	Hoquiam River	°	°	°				0
Bowerman Basin	Grays Harbor National Wildlife Refuge	°		°		°		.5
	Views to Grays Harbor / Mud Flats	°		°				0
	John Gable Community Park	°	°					0
Grays Harbor City	Forested setting			°				0
	Grays Harbor City (interpretive opportunity)				°			0
Grass Creek to Humptulips River	Grass and Chenois Creeks	°	°	°				0
	Working Forest	°				°		0
	Humptulips River	°	°	°				3
Burrows Road	Sloughs and Wetlands	°		°				2
	Cranberry Bogs			°	°	°		2
	North Bay Natural Area Preserve	°						0

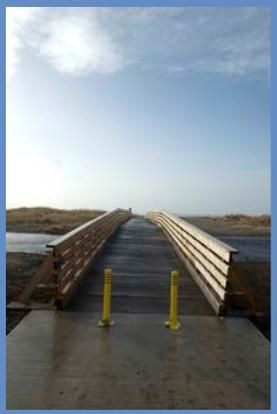


Hidden Coast Scenic Byway Resource Inventory (continued)



Landscape District	Resource	Natural	Recreational	Scenic	Historic	Cultural	Archeological	Distance from Byway (miles)
Northern Brown's Point	Ocean City State Park	°	°	°				0
	Oyehut	°	°		°			4
	Wetland forest	°	°	°				1+
Ocean Shores Town Center	Beach Access	°	°	°				.5
	Convention and Visitors Center Events		°			°		0
South Ocean Shores	Beach Accesses	°	°	°				0
	Oyehut Wildlife Area	°		°				7
	Lakes	°	°	°				6
	Weatherwax Preserve	°						6
	Ocean Shores Interpretive Center	°			°	°		7
	Damon Point State Park	°	°	°				10
Ocean City	Beach Access	°	°	°				0
	Forested Hillside	°		°				0
	Connor Creek and Wetland System	°						0
Copalis Beach	Beach Access	°	°					2
	Griffiths - Priday State Park	°	°	°				2
	Copalis Spit Natural Area	°	°	°				0
	Ghost Forest	°	°	°				1
	Copalis River	°	°	°				0
	Forested Hillside	°		°				0







Hidden Coast Scenic Byway Resource Inventory (continued)

Landscape District	Resource	Natural	Recreational	Scenic	Historic	Cultural	Archeological	Distance from Byway (miles)
Iron Springs	Forested Setting	°		°				0
	Iron Springs Resort			°	°			0
Seabrook	Views to Pacific and Point Grenville	°		°	°	°		0
	Elk Creek and Wetlands	°		°				0
	Beach Access	°	°					0
Pacific Beach	Pacific Beach State Park		°					.5
	Beach Access	°	°	°				.5
	Joe Creek Pilings			°	°			.5
	Railroad Grade				°			.5
Moclips	Museum of the North Beach	°	°	°				0
	Beach Access	°	°	°				.5
	Kelper's Parade					°		.5
Quinalt Beaches	Beach Access (permit only)	°	°	°				0
	Forested Hillside	°		°				0
Point Grenville	Point Grenville	°	°	°	°	°		0
	Beach Access (permit only)	°	°	°				0
Taholah	Quinalt River	°	°	°				0
	Quinalt Museum				°	°	°	0





The Hidden Coast Scenic Byway – Story and Themes

The story of the byway is a guide to the elements that set the byway apart and create a unique experience for visitors. For each byway project or strategy, it can be useful to “test” it against the byway’s story. Will it enhance the core experience for visitors? Does it enrich the visitors’ understanding of what distinguishes the Hidden Coast Scenic Byway from other coastal destinations?



Connor Creek flows quietly past overhanging alder and willows

THE BYWAY STORY: BETWEEN THE FOREST AND THE BEACH

Big conifers cover the rolling hills and bluffs, meeting the narrow strips of mudflats and ocean beaches that separate forest from ocean. For thousands of years the Quinault, Copalis, Chehalis and Chinook peoples looked to the sea and rivers for abundant food, and the forest for building materials, forage, game, and medicine. For the last one-hundred and fifty years new residents made their livelihood in the heady boom and bust of clam and salmon canneries, shake mills, and work in the woods.

From downtown Hoquiam, where the historic district still feels like the days when timber was king, to the historic North Beach communities, and the Quinault Indian Nation capital of Taholah, you can experience thousands of years of history along the byway, where peoples have found their living between the forest and beach. Along the way you can feel the wildness of the Pacific, the big forests that roll down to the shore, and the elk, deer, eagles, shorebirds and other wild creatures that still inhabit this diverse coastline.



The hand-crafted sign welcoming visitors to the North Beach communities



Kites over the beach between the dunes and the ocean

But the story of the region is also about the draw of the ocean shore, and tourism has been a part of the story for as long as trains, then cars, could reach the beach. Along with clam digging, these are some of the best kite flying, castle building, beachcombing, and walking beaches

that you'll find anywhere, anytime.

Today the byway is about beaches and beach towns, with small shops, easy walking, sand in cracks of the sidewalks, and driftwood in the gardens. Relaxed places to have fun, eat some good seafood, and get into

a rhythm that's dictated more by the tides than by 9 to 5.

Whether it's the resort town charm of Ocean Shores, the historic North Beach communities, or the newly built old-fashioned community of Seabrook, the Hidden Coast Scenic Byway is a place to sample beach life as it's lived in the misty atmosphere of Washington's Pacific coast.

BYWAY EXPERIENCE THEMES

Byway experience themes support the story, and help tie the byway experience to specific resources.

EXPERIENCE THEME: BEACH RECREATION

For most visitors, a trip to the byway is about the beach, and the byway has some of the best of Washington's beaches. From the most active beaches on the coast at Ocean Shores to the quiet spots and cliffs of the North Beach, the byway has more diverse, accessible beaches than any other part of Washington's coast. And, of course, there's the clams.

Resources:

- State parks
- Beach access
- Beach events



A cloud of shorebirds over Bowerman Basin



Children play on a pile of sand left over from an Ocean Shores sand castle contest



Cars parked on the beach

HIDDEN COAST
SCENIC BYWAY



EXPERIENCE THEME: SHOREBIRDS AND A SUNKEN FOREST

The byway is an exceptional natural place. Bowerman Basin and the Ghost Forest are nationally significant ecological resources but other places along the corridor, from the Humptulips River to the Copalis River Natural Area, are also places that offer exceptional experiences of natural habitats and wildlife.

Resources:

- Grays Harbor National Wildlife Refuge / Bowerman Basin
- The Ghost Forest
- Copalis River Natural Area
- Oyehut Wildlife Area
- North Bay Natural Area Preserve
- Copalis Rocks
- Weatherwax Preserve
- Ocean City State Park
- Humptulips River



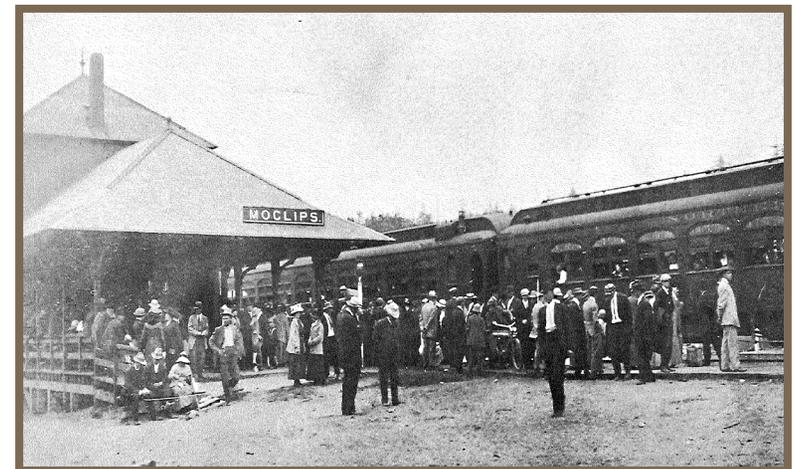
The region's rivers are bordered by lush vegetation

EXPERIENCE THEME: CEDAR CANOES TO CEDAR MILLS, MOCLIPS OCEAN HOTEL TO OCEAN SHORES

The history theme extends throughout the corridor, and includes both visible reminders of past times, like the Hoquiam Downtown Historic District, and the stories of places where the history has disappeared but the story is still there to be told. The byway's interpretive facilities—the Polson Museum, Ocean Shores Interpretive Center, and Museum of the North Beach tell the story of different aspects of the corridor, and there is potential for interpretation at other historic sites along the corridor.

Resources:

- Polson Museum
- Hoquiam Downtown Historic District
- Ocean Shores Interpretive Center
- Iron Springs
- Museum of the North Beach
- Quinault Museum at Taholah



Circa 1910, busy day at the Moclips Train Depot

Part IV – Corridor-Wide Issues & Strategies



From Hoquiam to Taholah

Byway issues and activities include both site-specific projects and issues that affect the entire corridor. This section includes an overview of the issues and strategies that are shared along the byway, and that would benefit from a coordinated perspective and strategy. This includes a diverse set of topics, ranging from roadway and non-motorized issues, to stewardship of corridor resources, to an integrated approach to interpretation and marketing. The connecting thread for these issues is the common importance they all have for areas throughout the byway corridor.



The Highway and the Byway: SR 109 and the Hidden Coast Scenic Byway

The focus of byway plans and the long-term management of byways is more on the roadside and nearby resources than on the highway itself. However, the highway facility is the core of the byway, and an important component of the traveler experience. For residents and visitors alike it is important that the roadway is safe, allows for effective movement of people and goods, and safely accommodates different transportation modes.

The Washington State Department of Transportation (WSDOT) is responsible for maintenance and operations of the highway. WSDOT is continually evaluating both major and minor projects along the road to



Travelers to SR 109 often pass through both Aberdeen and Hoquiam, creating wayfinding challenges for some drivers

improve safety, maintain aging facilities, and improve the value of the roadway for local communities.

Detailed plans for maintenance, safety and mobility projects along SR 109 are developed and updated by WSDOT in cooperation with Grays Harbor County, the City of Hoquiam, and the City of Ocean Shores. The following highway-related opportunities were identified in the byway plan. These recommendations will be considered by WSDOT for upcoming projects, however inclusion

in the scenic byway plan does not necessarily mean that they will be included in WSDOT's plans for the highway. They are included here as a recommendation only.

Highway-related improvements identified in scenic byway plans generally rely on partnerships for implementation. For example, improvements

of the viewpoint at Elk Creek would likely include participation from Washington State Parks, local community organizations such as the Moclips-by-the-Sea Historical Society, and WSDOT. Some of the highway improvement opportunities listed below, such as the installation of centerline rumble strips in appropriate locations along the highway, would be the responsibility of WSDOT.

During the byway planning process, stakeholders discussed several long-term opportunities for safety and operations improvements.

SAFETY

SR 109 does not have unusually high collision rate compared with other a rural two-lane highways across the state. There are also no specific locations along the highway that have high collision rates related to a design deficiency in the roadway. However, while there are no roadway locations requiring major design changes, there are potential design features and maintenance practices throughout the corridor that may improve safety for the typical types of collisions that occur on SR 109.

Fresh and visible paint striping:

Visible striping can assist drivers in staying in their lane at night and during periods of reduced visibility. Stakeholders who drive the road frequently mentioned the importance of visible striping to safe travel on the highway. WSDOT's Olympic Region striping crew's goal is to re-stripe the fog and centerlines of the highway each year throughout the region.



A rural section of the byway along Grays Harbor

Rumble strips: Rumble strips are grooves or rows of raised pavement markers placed perpendicular to the direction of travel to alert inattentive

drivers. Centerline rumble strips are placed on the centerline of undivided highways to alert drivers that they are entering the opposing lane. The installation of centerline rumble strips can be effective in reducing head-on and sideswipe collisions. When possible, WSDOT is including centerline rumble strips in all rural highway projects.

RIGHT-OF-WAY ACQUISITION

Several of the priorities identified in the Corridor Management Planning process are constrained by limited available right of way for SR 109, especially in the North Beach section of the highway between Hogan's Corner and Taholah. Projects including widened shoulders for bicycles and pedestrians, possible turn lanes in areas where left turns cause congestion during peak recreational traffic periods, and possible "main street" type enhancements including curb, gutter, and sidewalk where appropriate would be facilitated by the acquisition of additional right of way. Opportunities to acquire right of way should be considered as properties adjacent to the highway are redeveloped or transfer ownership.

Left-turn lanes in Ocean City and Copalis Beach areas: Frequent travelers report that short segments of SR 109 experience congestion on summer weekends as recreational travelers wait for left turns into campgrounds and other recreational destinations. In the long-term these locations may be appropriate to consider for the additions of left turn lanes. In anticipation of future needs, acquisition of right of way for left turn lanes should be considered as adjacent properties redevelop or become available for purchase.

Community Main Street Design and Management: SR 109 is the main street for Ocean City, Copalis Beach and Seabrook. Residents of Ocean City and Copalis Beach have an interest in community revitalization for their downtowns, which currently have significant vacancies in commercial buildings adjacent to the highway. The design of the roadway and other features in the right of way such as sidewalks, lighting, opportunities for planting, and similar amenities, can play an important role in the success of community revitalization efforts.

Seabrook is in the process of creating a new town center emphasizing walkability, neighborhood character, and connectivity. The character of the highway through Seabrook can contribute to the success of the new community's pedestrian and bicycle circulation system, and support access to recreational resources including existing and planned beach and nature trails.

Highway capital or major maintenance projects through these communities should incorporate principles of content-sensitive design, engaging community stakeholders in the design process, recognizing goals for community revitalization, and supporting the development of safe non-motorized circulation and community amenities. In some locations curb, gutter, and sidewalk may be appropriate to support the desired pedestrian function of the highway as main street.

WAYFINDING AND INFORMATION SIGNS

Informational signs are important resources for recreational travelers, who are often unfamiliar with the route and destination. In addition to standard safety and operational signs, enhanced wayfinding signage can assist travelers and reassure them that they are on route to their intended destination. Key wayfinding locations include the intersection of US 101 and SR 109 in Hoquiam, Hogan's Corner, and the intersections of the byway with Copalis Beach Road, Ocean Beach Road, and the Moclips Highway. All signs placed along SR 109 need to comply with WSDOT's statewide signing criteria and be approved by WSDOT's Olympic Region Traffic Office.

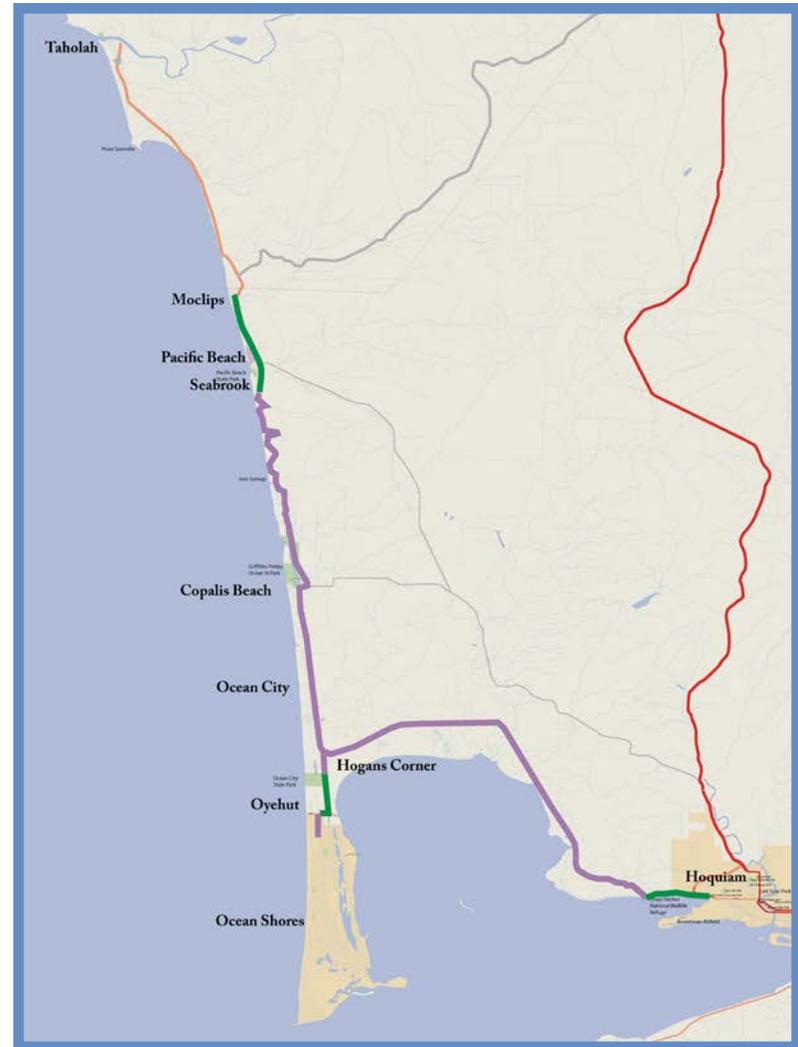




A CORRIDOR-WIDE NON-MOTORIZED SYSTEM

Safe non-motorized access is a high priority for the corridor. The byway vision includes a long-term goal of providing a continuous non-motorized facility along the entire route. The intent of the facility would be to provide a continuous touring route for long-distance bicyclists, safe access between corridor destinations for visitors who arrive by car or camper but also bring or rent bicycles, and safe routes for residents to travel between corridor communities. However, there are significant constraints to development of either a separate non-motorized trail or widened shoulders along much of the corridor. Limited right of way, bridge crossings, wetlands, and hilly sections of the highway are challenges to implementing non-motorized facilities in many sections of the corridor. The final facility would likely include a combination of on-roadway widened shoulders and separated Class I trail segments.

In general a Class I trail, either adjacent to the roadway (with appropriate separation) or in separate right of way is preferred for pedestrians, as well as younger or less experienced bicyclists. If possible, Class I trails would be preferred for short connections between corridor communities. Widened shoulders are more appropriate for experienced bicyclists, and would be adequate for longer distance segments between communities, although Class I trail would be preferred if it is feasible. The figure shows a preliminary concept for the corridor non-motorized strategy, with Class I trails along the north shore of Grays Harbor, connecting Ocean City State Park with Ocean Shores, and Seabrook to Moclips. Widened shoulder is shown for the majority of the route.



Corridor-Wide Non-Motorized System:

Potential Class I Trails



Potential Widened Shoulder



Stewardship Approaches for Corridor Resources

The byway's resources—ranging from museums and historic places to the Pacific and access to beaches—are the foundation of a recreational visit to the corridor. Part of planning for the byway is evaluating whether any of these critical resources are at risk, and if so, whether there are appropriate strategies to consider for preserving them.

In most cases, the resources that define the byway experience are not at risk. Many important places along the corridor are in public ownership, and of course the corridor's key resources—sea, bay, sand and sky—

need no protection. The Pacific Ocean has consistently proven that any efforts to build too close to the water or redirect the waves are short-lived and come to a bad end.

Other key byway resources along the corridor are managed due to their location in state, regional or local parks, and are governed by agencies such as Washington

State Parks, Washington Department of Fish and Wildlife, Washington Department of Natural Resources. Sometimes, as shown by the movement of Connor Creek or damage from major storms, access to those resources can become a challenge. However, the resources themselves are typically well-protected.

There are some corridor resources which are at risk of loss or significant change. A few of these resources are specific sites, while some are more general landscape elements. Each of these contributes to the experience of the corridor and participants have identified their value to the byway during the planning process.



TOOLS FOR BYWAY RESOURCE PROTECTION

There are a variety of tools available to protect or maintain resources. The byway plan is not regulatory, and many of the strategies for preserving byway resources are also not regulatory. Tools for protecting specific sites typically do not include regulatory approaches. Shaping long-term land use in the byway corridor may include local jurisdiction non-regulatory planning tools such as comprehensive or area plans, or regulatory strategies such as zoning, sensitive areas, and subdivision ordinances.

Full or partial acquisition Important resources may be appropriate to consider for either full or partial acquisition. Properties may be acquired by public agencies, non-profits such as land trusts, or private owners who have an interest in maintaining the resource. Depending on the circumstances of the ownership and the goals for the resource, it may be appropriate to consider complete acquisition of the property, acquisition of a specific easement for resource protection, or acquisition of development rights. Acquisitions associated with scenic byway management should involve a willing seller. Acquisitions which are fully or partially funded by public funds generally have specific requirements for assessment of fair market value.

Economic development or infrastructure incentives Local governments and economic development organizations often have access to financial incentives to encourage businesses to locate in certain places or expand existing operations. Similarly, local governments, state agencies, and sometimes federal agencies also may have access to funding for capital development/infrastructure projects. These funds can be used to encourage resource stewardship or desired long-term development patterns in the corridor.

Public education and neighbor-to-neighbor networking Communication of a vision for a place or region can help to shape the way that individual landowners make decisions about their property.

HIDDEN COAST
SCENIC BYWAY



Non-regulatory guidelines for site planning to maintain scenery, or for building materials and shapes that work for the coastal environment and aesthetics can be a valuable resource for landowners to make decisions about their property.

Comprehensive plan or special area plan Comprehensive plans provide a long-term roadmap for the desired type and location of land uses. Periodic re-evaluation of comprehensive plan goals and land use designations can be used to document the preferred development pattern for the region, and can be used to recognize special resources and their value to the quality of life and economic vitality of the byway corridor.

Capital projects to reduce impacts At individual sites like beach access areas, dunes, stream corridor, or similar locations, high volume or inappropriate use can cause resource damage. In many cases appropriate capital projects can provide the needed access to protect these environmentally sensitive areas.

Appropriate visitor information Visitor impacts to resources can often be managed by careful consideration of the information available for trip planning. In some cases stewardship messages can be included in maps or brochures for specific destinations. In other cases it may be appropriate to leave certain resources out of visitor information to reduce visitor use and associated impacts.

SPECIFIC SITES

The Ghost Forest

The Ghost Forest, one of the region's most significant natural history sites, is currently in private ownership. There is strong interest from the community and state parks to acquire this property as a purchase from a willing seller. Although the Ghost Forest is not at immediate risk of damage, acquisition would permanently protect this important

scientific resource and provide opportunities to use the site for education and low impact recreation.

The Moclips Museum

Another resource potentially at risk is the collection of the Moclips Museum. This small museum is currently housed in a temporary location with limited archival storage. Key elements of their collection and archives need improved conditions for storage and curation. Progress has been made towards securing a site and new building for the museum, but full funding for construction has not been secured.

CORRIDOR-WIDE RESOURCES

On a broader scale, the corridor has the potential to see significant land use change with future development. During the planning process many participants identified the natural or rural character of many sections of the corridor as an important resource for the byway, while also recognizing that the corridor would benefit from appropriate new development. Current zoning outside the incorporated communities of Hoquiam and Ocean Shores generally allows a mix of residential and commercial development between Hoquiam and Hogan's Corner, and residential development from Hogan's Corner north to the Quinalt Indian Nation boundary.

Between Hoquiam and Hogan's Corner Existing land uses along the corridor within the City of Hoquiam are almost entirely zoned as Single Family Residential with only a small segment at the origin point of State Route 109 allowing commercial use. Once outside of the city limits zoning changes to Agricultural and General Development and includes low-density residential development, farming, aquaculture, and timber management. Approximately one mile before entering Hogan's Corner zoning along the byway corridor changes to R-3, Resort Residential. This zoning designation allows for recreational-type residential, as well as conventional residential, land uses. Among the permitted uses in this

zoning district are single-family dwellings, parks, two-family dwellings, and home day care facilities. Conditional uses may be granted for: multiple-family units, motels, mobile home parks, schools, churches, recreational vehicle parks and campgrounds, the retail sales of arts and crafts, restaurants, commercial child care facilities, convenience stores, and recreational vehicle repair facilities.

What little residential development there is in this area is not adjacent to the byway, and is effectively screened from the road by existing vegetation. Although some residential development visible from the road would not have a large impact to the quality of the visitor experience, a significant change from current land uses to higher density residential development would reduce the quality of the byway experience. In the short-term, substantial residential development in this area is unlikely due to high infrastructure costs for development. In the long-term, residential development along the byway could be accommodated to some extent by best practices in subdivision layout or site planning for individual homes. In the byway planning process participants valued the agricultural and timber resource lands for their aesthetic qualities and for the link they maintained to the region's living heritage.

Hogan's Corner is one of the key wayfinding and services locations along the byway. It is the gateway to the North Beach, to Ocean Shores, to the Quinault Beach Resort and Casino, and to Ocean City State Park. Currently, the primary roadside businesses in Hogan's Corner include a gas station, an older hotel with first-floor shops, and the recently completed (2009) Quinault Tribe roadside Smoke Shop.

Investment in Hogan's Corner has been slowed by issues related to utility availability, primarily potable water. New water supply to this area has recently been completed, possibly setting the stage for redevelopment of older properties and new development on currently vacant properties.

Participants in the planning process were interested in the possibility of improvements to Hogan's Corner, and emphasized the importance

of the area for travelers. The goals for the area included improved aesthetics, fewer abandoned or underused properties, and improved wayfinding to provide travelers clear directions to destinations along SR 109 or SR 115.

Consistent with other comments regarding future growth along the byway, participants were interested in focusing future development at Hogan's Corner in and around the area already developed there, rather than spreading along the highway.

North of Hogan's Corner Byway planning participants envisioned a combination of revitalized towns separated by green corridors running from the hills down to the beach. This future land use pattern is similar to but not completely consistent with current comprehensive plan designations and zoning. This area is currently zoned R-3, Resort Residential, with a one-acre minimum lot size although there are opportunities to reduce lot size requirements in larger planned developments. The uniform zoning designation for the corridor does not explicitly support the town center/town separator idea identified in the byway planning process.

While the zoning for the area is uniform, there is enough diversity in the corridor –including sensitive areas like stream corridors and steep slopes, challenging access conditions for properties between the highway and the beach, and limited sewer and water availability, making the capacity for buildout limited. The most likely change in these constraints in the near-term would be impending extension of sewer north from Ocean Shores and south from Pacific Beach, and new water supplies for the Ocean Shores/Oyehut/Hogan's Corner area.

Development in Hogan's Corner, Oyehut, Ocean City, and Copalis Beach is currently limited by sewer and water infrastructure. Ocean Shores also has significant concerns for the future of their water supply. Changing rate structures and property values could also make the real estate environment much more dynamic, leading to high turnover and redevelopment rates in areas that haven't seen much change in recent years.



Many of the older campground properties along the North Beach section of the byway are languishing, caught in a challenging financial and regulatory situation. Demand for RV camping is good, although there continues to be price competition that limits fees that can be charged in many locations. Washington State Parks campgrounds continue to see strong demand in the peak season.

Private campgrounds are limited in their opportunities for modernization by the lack of water and sewer infrastructure along the byway. Changing regulations for on-site sewage treatment make it difficult and expensive to upgrade current campgrounds. Locations similar to the byway have been experiencing pressure to change land use from campground or hotel to residential when utilities do become available. For locations with beach access and other amenities there may be economic incentive to redevelop campgrounds into residential subdivisions, rather than maintaining them as visitor facilities.

COMMUNITY CLEAN-UP AND BEAUTIFICATION

An increase in abandoned and poorly maintained properties has resulted from long-term structural changes in the timber and fishing economies and the accompanying loss of non-tourism employment in the corridor. There are a range of strategies for responding to these property issues, ranging from the enforcement of nuisance laws to voluntary, community-based activities. Depending on the individual circumstances, these types of strategies have been successful in other communities.

Garden or community improvement club voluntary beautification, planting themes in and around downtown areas

- Prefer drought tolerant, low maintenance plants
- Seasonal hanging baskets (require watering)
- Avoid invasive weeds
- Community-wide themes can provide a coordinated look and feel

Community assistance groups

- Help with gardening, painting, a few weekends a year

Community garbage haul-away days

- Often garbage accumulates because of the difficulty or cost of transporting and disposing of it.
- Annual community haul-away days can result in significant reduction of household junk, especially if they are coordinated with community-wide awareness building to help folks prepare for the removal day.

AmeriCorps assistance

- The AmeriCorps program supports community clean-up efforts by offering short-term assistance from youth teams. Sponsoring communities are responsible for providing lodging and some meals for the team.

Cooperative re-use

- As long as they remain safe, and with the cooperation of the property owners, unused properties can become community assets. In other places they have been used for temporary visitor information centers, community markets, or local parks.
- Details like restrooms, utility payments, and insurance often need to be worked out, so advanced planning is generally necessary to make this kind of re-use work.

Enforcement of nuisance ordinances

- Typically last resort.
- Can be complex, unpopular for local government officials.
- Ultimately can be effective for major issues, such as unsafe or abandoned buildings.
- Can result in public ownership of properties, offering opportunities for new uses or re-sale for private development.

INTERPRETATION—TELLING THE STORIES OF THE BYWAY

The Hidden Coast Scenic Byway corridor includes a rich historic and natural heritage. Opportunities for visitors and residents of the region to learn the stories of that heritage enriches their experience of the landscape, and deepens their appreciation of the places that they visit—even if they’re only here for fun on the beach. Interpretation is an emphasis in the byway’s vision, goals, and objectives and should be included as a component of each byway project or event.

Themes

Byway themes: The “big story” of the byway is “Between the Forest and the Beach”, and describes the diverse ways that people have made their lives here in the narrow strip of land where the Olympic Peninsula coastal rainforest gives way to the Pacific.

The three primary byway themes, Family Beach Recreation, Ecosystem Exploration, and Historic Discoveries, are a good starting point for



organizing interpretive materials and messages, although the Family Beach Recreation theme is primarily focused on visitor information and access, rather than heritage education. The interpretive system along the byway is envisioned to include interpretive opportunities that range from major staffed facilities to self-teaching interpretive materials such as maps and brochures. For planning, these facilities

can be thought of as falling into four major categories— Anchor facilities, major interpretive sites or experiences, on-site interpretation, and self-teaching opportunities.

Anchor Interpretive Facilities: Staffed interpretive facilities in Hoquiam, Ocean Shores, Moclips and Taholah provide high quality opportunities for visitors to learn about the natural and cultural heritage of the region.

The Polson Museum in Hoquiam includes a range of displays on the region’s timber heritage, and on life in Grays Harbor country during its logging and milling heyday. The Ocean Shores Interpretive Center focuses on both natural and cultural heritage, while



The Moclips Historical Museum has an extensive collection of artifacts, photos and ephemera that provide a sense of what life was like in the corridor during from the turn of the century up to the present. The Quinault Tribe Museum includes a selection of artifacts and cultural items typical of the thousands of years the Quinault have lived in the region. Together, these facilities provide a wide range of interpretive focus and opportunities to take advantage of interpretive experiences in locations spread throughout the byway corridor.

A high priority project for the byway is the addition of a staffed interpretive center at the Grays Harbor National Wildlife Refuge. The existing interpretive trail and boardwalk provides a good experience of the site and includes high quality interpretive signs, however, there is an opportunity to significantly improve the refuge as an educational experience for byway visitors. A staffed facility here would improve the value of the refuge as a year-round interpretive opportunity, expanding beyond the current focus on the heaviest migratory seasons.



Major Interpretive Sites & Experiences: Several sites throughout the corridor either function currently as effective integrated interpretive experiences or have the potential to be developed as interpretive destinations. State Parks including Ocean City State Park and Griffiths Priddy Ocean State Park/Copalis River Natural Area are significant interpretive destinations with exceptional resources. Currently, the Grays Harbor National Wildlife Refuge also fits in this category, with well-developed self-guided interpretive activities. Other sites in the byway corridor have the opportunity for development as interpretive destinations, however they would require significant care to ensure that enhanced access and higher visitation are compatible with long-term protection of the resource. Sites that could be appropriate for enhanced interpretive access and features include:

Ecosystem Exploration

- The Ghost Forest
- The Weatherwax Preserve
- Oyehut Wildlife Recreation Area
- North Bay Natural Area Preserve

Historic Discoveries

- Hoquiam Historic District
- Pacific Beach Heritage Walking Tour
- Moclips Heritage Walking Tour

Interpretive Displays: On-site interpretation could be much more widespread throughout the byway, and is intended to be incorporated as an element of each recreational facility project. Two early implementation opportunities include proposed viewpoints at Elk Creek, the Copalis River Natural Area, and the trail/viewpoint system along the north shore of Grays Harbor.

Self-Guided Interpretive Materials: Self-guided interpretive materials generally include brochures, maps, or audio tours. Generally these

types of materials either focus on a specific section of the byway, for example an interpretive map of Ocean Shores, or they focus on a specific topic, for example a map of birding sites along the byway. While interpretive maps or brochures can be developed with high production

values, such as the Washington Birding Tours Guides, interpretive maps or brochures do not need to be expensive to be effective—a simple black and white, single-sheet brochure can be very effective if the graphics and text are clear. This is especially true if brochures are distributed at museums, interpretive centers, or information centers where staff can provide an initial orientation for travelers using the brochure as a guide.

State Parks Interpretation: The byway's state parks are stewards of many of the byway's most important resource areas, including both the designated state parks and the region's beaches. State Parks staff maintains and updates an interpretive plan for areas in their responsibility that includes both educational and stewardship messages. In addition to the specific projects identified in the plan, opportunities to implement the State Parks interpretive plan should be considered in the annual work planning for the byway.

Implementing an interpretive system

Interpretation should be considered a part of each byway-related project, as well as providing opportunities for stand-alone projects like maps or brochures. An informal interpretive working group would



provide valuable perspective on corridor-wide opportunities and improve coordination. Suggested members include representatives of each of the major interpretive facilities—the Polson Museum, Ocean Shores Interpretive Center, Moclips Museum, and Quinault Museum—as well as Washington State Parks, Grays Harbor National Wildlife Refuge, and Grays Harbor Audubon.

The interpretive coordinating group should be organized as a working committee of the Byway Stewardship Committee, with at least one participant as a regular member of the Stewardship Committee. The coordinating function of the interpretive working group should be possible to achieve with a modest time commitment. The group should have input into byway-related projects to provide guidance on the corridor-wide context for project-related interpretive materials, and also maintain regular contact to keep each other informed about activities in different parts of the region.

MARKETING THE BYWAY

Hoquiam, Ocean Shores, and the North Beach communities are established, familiar tourism destinations with ongoing advertising and promotional programs. Representatives from these areas, as well as Washington State Parks, local museums and other corridor stakeholders have traditionally been members of the Grays Harbor Tourism Advisory Committee. This committee, along with the Byway Stewardship Committee, is likely to have the key role in defining a corridor-wide strategy for marketing the byway in the context of the current marketing for each destination in the byway region.

In areas which are newly emerging as tourism destinations, a scenic byway often becomes the primary brand identity for the region. However, in areas like the Hidden Coast Scenic Byway corridor the byway is more often thought of as a new aspect of the marketing message, rather than a new brand or marketing identity for the region. The byway is an opportunity to broaden the communication with

visitors, offering them one more set of experiences that can enhance their trip or make them aware of new recreational opportunities they had not explored in the past.

The development of a byway as a marketing tool is often linked with new itineraries, a focus on movement through the corridor as part of a traveler’s visit, and the introduction of new experience themes for visits. The natural and cultural heritage themes of the byway offer strong opportunities to develop tourism experiences for visitors that move them through the corridor, for example connecting the heritage experience of downtown Hoquiam, the Polson Museum, and the Moclips Museum. A detailed birding calendar for the byway could encourage visitors who initially come to the region for the shorebird festival to explore new venues and to return at different times of the year to see different species.

For the SR 109 corridor, planning participants recognized the value of improved coordination as one of the most significant benefits of becoming a more active byway. Improved communication and coordination along the byway offers opportunities for cross-promotion, packaging, and the development of itineraries to extend visitor stays.



Part V – Byway Projects



Byway Organizational Development

DESCRIPTION AND PURPOSE: The most important issue for sustainability as a byway is reliable support to maintain a byway management organization. While much of the work of byways is done by volunteer stakeholders, it is critically important that resources are available to provide support to volunteers. As a project, funding for this activity would include the initial development and organization of a byway committee and any appropriate subcommittees, and ongoing support of the committee as it works to secure funding and implement byway-related projects.

BENEFITS: Implementation of the byway projects and priorities identified in the plan requires ongoing stakeholder involvement and active support. Funding for support of the byway committee and stakeholder groups working to implement projects is necessary for the timely, consistent, and sustainable work of the byway.

PROJECT ELEMENTS: Minor funding for part-time staff support, and miscellaneous overhead costs.

POTENTIAL CONSTRAINTS: None.

MAINTENANCE CONSIDERATIONS: None.

LEAD AGENCY / PARTNERS: Byway organization / Grays Harbor Council of Governments.

Byway Web Site

DESCRIPTION AND PURPOSE: Most travelers are researching and planning trips online. A web presence for the byway would focus on the overall, connected themes of the region and the byway experience, and serve as a gateway to individual businesses to provide on-line booking.

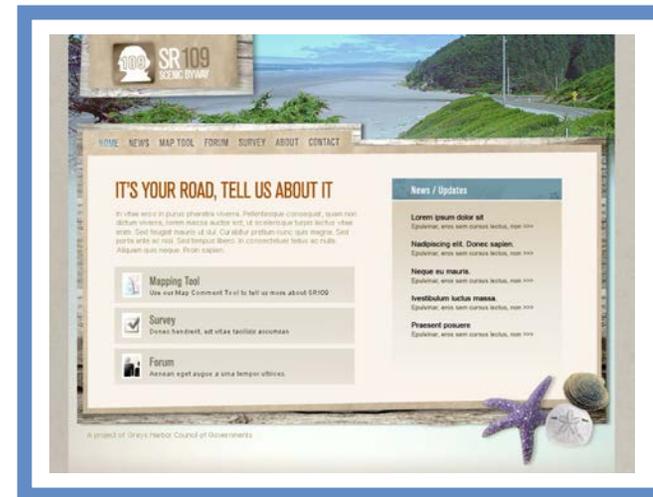
BENEFITS: Tells the byway story in one location, and provides more connections with local businesses and individual chambers/communities as they also work to tell their stories on the web.

PROJECT ELEMENTS: Web site with enough underlying structure to support ongoing improvement and enrichment.

POTENTIAL CONSTRAINTS: Requires regular maintenance and updating with current materials to be relevant to travelers. Can require significant development of content that is currently not available.

MAINTENANCE CONSIDERATIONS: None.

LEAD AGENCY / PARTNERS: Byway organization / Chambers / Tourism Grays Harbor



Wayfinding Map/Themed Brochures

DESCRIPTION AND PURPOSE: Although more and more trip planning information is being delivered through technology, travelers still appreciate maps and brochures to assist with activity planning and wayfinding while they are on the byway. This project would include development of a byway map featuring destinations and itineraries and companion themed brochures targeted at more niche markets. For planning purposes the overall project might include a general map at 11x17, and three themed brochures focused on each of the primary byway activities: Family Beach Recreation, Ecosystem Exploration, and Historic Discoveries.

BENEFITS: This kind of traveler information benefits the traveler by providing detailed, accessible information to find activities on the byway, and can be tailored to individual travel niches. Communities benefit through improved participation by travelers in community-selected activities, potential longer stays in the region, more return trips.

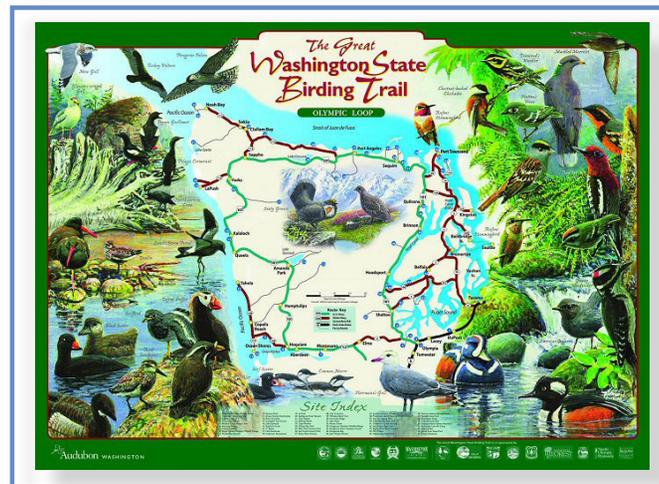
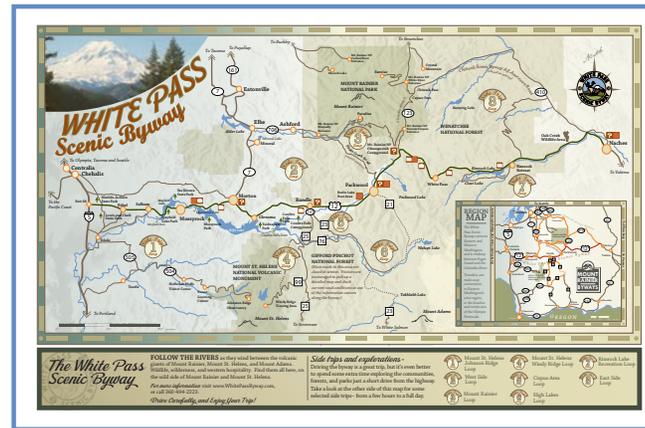
PROJECT ELEMENTS: The project would likely include four products:

- Tear-off style 11x17 map showing the entire byway, major byway recreational and traveler services locations, and selected themed itineraries or activities.
- Three rack-sized folding brochures focused on the activity themes of the byway.

POTENTIAL CONSTRAINTS: Distribution strategy should be developed to anticipate necessary quantities and costs before beginning design.

MAINTENANCE CONSIDERATIONS: None.

LEAD AGENCY / PARTNERS: Byway organization



HIDDEN COAST
SCENIC BYWAY



Gateway and Wayfinding Signs

DESCRIPTION AND PURPOSE: Located throughout the corridor, a gateway and wayfinding system establishes and reinforces the byway's identity, directs travelers to significant byway destinations, and allows byway communities to announce and distinguish themselves. Gateway elements are typically large architectural signs that reinforce the visual themes of the byway, generally following the byway design guidelines. Wayfinding signs can be as simple as logo signs added to existing sign posts, standard WSDOT signs tailored to meet the needs of byway communities and travelers, or larger architectural signs with more of a byway character.

BENEFITS: Gateway and wayfinding signs assist travelers as they navigate the byway, reassuring them that they are on the right road and providing direction to byway destinations. Wayfinding signs benefit communities by featuring destinations and activities coordinated with each community's goals for increasing traveler visits.

PROJECT ELEMENTS: Gateway and wayfinding signs are typically developed as a unified system, incorporating common visual elements and design strategies. The Hidden Coast Byway system is anticipated to include:

- Improved directional signs through Aberdeen and Hoquiam incorporating a byway logo and clear directions to reach SR 109 from US 101.
- Improved highway signing coordinated with a major gateway element at or near the intersection of US 101 and SR 109.
- Signing at the intersection of US 101 and the Moclips Highway directing travelers to the byway.
- Reassurance logo signing on route markers along the byway.
- Entry and directional signs to the byway at the intersections with Moclips Highway, Copalis Beach Road and Ocean Beach Road.
- Improved wayfinding signing for community and byway recreational destinations.

- Community gateways at each side of byway communities including Ocean City, Copalis Beach, Seabrook, Pacific Beach, Moclips and Taholah.
- Major wayfinding sign structure at Hogan's Corner to assist with decision-making for Ocean Shores / Quinault Beach or the north beach communities.

POTENTIAL CONSTRAINTS: Signs must meet WSDOT standards for safety if located within right of way. Changes in informational signing will require coordination with WSDOT.

MAINTENANCE CONSIDERATIONS: Even when located on WSDOT right of way, community gateways and other specialty signs must be maintained by the byway organization, local governments, or community groups.

LEAD AGENCY / PARTNERS: Byway organization / Grays Harbor County / WSDOT



Potential gateway sign locations



HIDDEN COAST

SCENIC BYWAY



John Gable Park Trailhead and Byway Information Area

DESCRIPTION AND PURPOSE: John Gable Park is located near the beginning of the byway, and provides easy access to the North Harbor Rail to Trail and the Grays Harbor National Wildlife Refuge. This project would include access and parking improvements, development of a byway information kiosk, and safety improvements for a new pedestrian crossing across SR 109.

BENEFITS: located right on the byway, the park provides a good opportunity for early traveler wayfinding. In coordination with the development of a rail-trail along the byway between downtown Hoquiam, the wildlife refuge, and a terminus in the Grays Harbor City area, the trailhead would provide parking and interpretive opportunities. Additional parking and improved circulation in this location would also provide more flexibility for dealing with traffic during the shorebird festival.

PROJECT ELEMENTS: Likely project elements include:

- Development of a one-way in, one way out circulation system.
- Additional parking.
- Interpretive and trip-planning kiosk.
- Bicycle rack.
- New pedestrian crossing to the south side of SR 109.

POTENTIAL CONSTRAINTS: Sight distance and geometric standards for a new entry/exit and pedestrian crossing for the park need to be verified.

MAINTENANCE CONSIDERATIONS: Maintenance of improvements in the park would be the responsibility of the City of Hoquiam, possibly in partnership with the byway organization.

LEAD AGENCY / PARTNERS: City of Hoquiam / WSDOT / Byway organization

North Harbor Rail to Trail

DESCRIPTION AND PURPOSE: The abandoned rail line located between the byway and the harbor and extending into downtown Hoquiam provides a spectacular opportunity for a waterfront non-motorized trail. The trail would likely extend from downtown Hoquiam to a logical endpoint somewhere near where the highway turns inland winding up the hillside, and could also include a spur connection to the Grays Harbor Wildlife Refuge.

BENEFITS: The trail would be a valuable recreational and interpretive facility, providing opportunities for recreational biking, walking, and bird watching. It would likely serve both byway travelers and local residents.

PROJECT ELEMENTS: Likely project elements include:

- Downtown Hoquiam trailhead facility.
- Approximately three miles paved multi-use trail.
- Viewpoint/resting areas.
- Interpretive signs/kiosks.

POTENTIAL CONSTRAINTS: While the railbed provides a good base for trail development, building along a shoreline can cause environmental impacts and permitting challenges.

MAINTENANCE CONSIDERATIONS: Maintenance of improvements would be the responsibility of the City of Hoquiam, possibly in partnership with the byway organization and/or Grays Harbor Audubon.

LEAD AGENCY / PARTNERS: City of Hoquiam / Byway organization / US Fish and Wildlife / Grays Harbor Audubon



Potential trail alignment and amenity areas along the historic railroad and shoreline. Eastern segment shown on top, western segment on bottom.





North Harbor Viewpoint

DESCRIPTION AND PURPOSE: The shoreline of Grays Harbor along SR 109, especially nearing the Grays Harbor City area, is scenic and rich with interpretive opportunities. This project would formalize a viewpoint somewhere in this area, based on traffic and environmental considerations.

BENEFITS: A viewpoint in this area would allow byway travelers to experience a resource that otherwise just goes by out their car windows. It would also provide a valuable facility as part of the North Harbor Rail to Trail project to provide facilities for trail users to be shared with byway drivers.

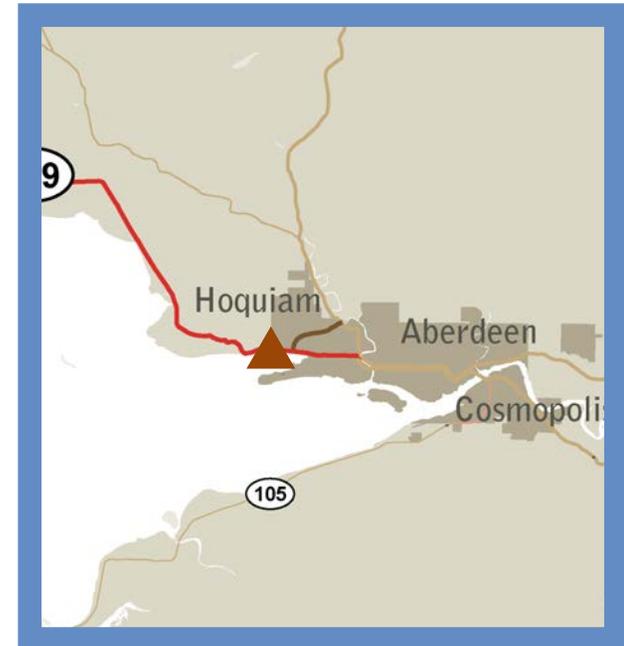
PROJECT ELEMENTS: Project elements are likely to include:

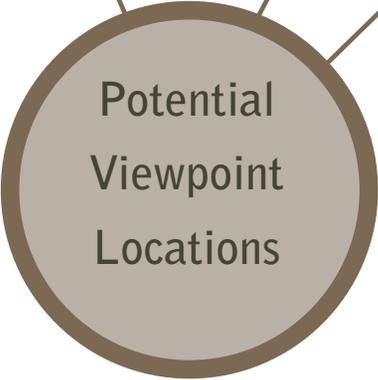
- Paved viewpoint with room for two to three cars parking.
- Interpretive signs/kiosk describing the natural history of the area and the story of Grays Harbor City.
- Bike rack.

POTENTIAL CONSTRAINTS: Traffic safety is challenging in this area.. It may not be possible to locate a safe spot for the viewpoint. Permitting in shoreline areas can be challenging.

MAINTENANCE CONSIDERATIONS: Maintenance of the paving for the viewpoint would be the responsibility of WSDOT, other elements would need to be maintained by the byway or community groups.

LEAD AGENCY / PARTNERS: WSDOT/City of Hoquiam/Byway organization





HIDDEN COAST
SCENIC BYWAY



Grays Harbor National Wildlife Refuge Interpretive Center

DESCRIPTION AND PURPOSE: This project would develop a staffed interpretive center for the Grays Harbor Wildlife Refuge, including areas for interpretive displays, visitor information, and associated administrative space. The project would likely be developed as a partnership between US Fish and Wildlife, Grays Harbor County, Grays Harbor Audubon, and the Byway Organization.

BENEFITS: The Grays Harbor National Wildlife Refuge is a regionally unique destination, and draws thousands of visitors annually to view shorebirds and other residents/visitors to the tidal flats habitat. This facility would significantly improve the visitor experience to the refuge, and improve the region's draw as a birding tourism destination.

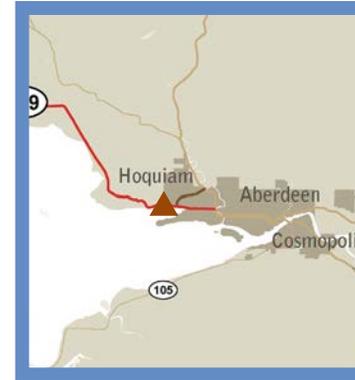
PROJECT ELEMENTS: Project elements will require significant further planning, but are likely to include:

- Interpretive Center building, either re-use of an existing building or development of a new structure.
- Parking and trailhead facilities.
- Enhanced outdoor interpretive displays.

POTENTIAL CONSTRAINTS: Capital and operations costs for visitor centers are significant.

MAINTENANCE CONSIDERATIONS: Ongoing staffing and facilities maintenance would be a long-term commitment. Costs to US Fish and Wildlife could be reduced by significant volunteer roles for staffing.

LEAD AGENCY / PARTNERS: US Fish and Wildlife, Grays Harbor County, Grays Harbor Audubon, Byway Organization.





Thousands of shorebirds visit the Grays Harbor National Wildlife Refuge during spring migration. Some birders consider the area among the top ten birdwatching locations in the country.



The annual spring Shorebird Festival brings crowds of birders to the National Wildlife Refuge in Hoquiam's Bowerman Basin, at the eastern edge of the scenic byway.



Humptulips River Boat Launch

DESCRIPTION AND PURPOSE: This project would improve the existing WDFW boat launch at the Humptulips River to provide interpretive information, easier launching for human-powered boats, and better directional signing.

BENEFITS: This existing boat launch is heavily used for fishing access, but also could serve as an ecotourism facility providing access for human powered boats to the Johns River Wildlife Area Grass Creek-Humptulips unit. This would be an exciting new bird watching and habitat exploration opportunity for byway visitors.

PROJECT ELEMENTS: Project elements are likely to include:

- Human-powered boat launch facility.
- Interpretive signs/kiosk.
- Day use permit payment system.
- Improved signing to and from the byway.

POTENTIAL CONSTRAINTS: WDFW day use sites require purchase of a permit. Byway visitors are not typical users of these sites and are often not aware of permit requirements until they reach a site. Information for use of the site should include reminders not to use private property for beaching, etc.

MAINTENANCE CONSIDERATIONS: Development of the project would require WDFW agreement to maintain any new facilities.

LEAD AGENCY / PARTNERS: WDFW, Grays Harbor Audubon, Byway Organization



Hogan's Corner Wayfinding Site

DESCRIPTION AND PURPOSE: Hogan's Corner is one of the primary decision points on the byway, providing access to Ocean Shores and the Quinault Beach Resort and Casino along SR 115, and access to the North Beach communities. This project would include a visitor information area with access to the highway, parking and a visitor information kiosk.

BENEFITS: In coordination with improved highway signs, a visitor information site at Hogan's Corner would provide a valuable opportunity for visitors to orient themselves, and could also provide contact information for lodging, dining and other services for travelers who have not made reservations before their trip. A site developed and maintained by the byway could also contribute to the beautification of Hogan's Corner as part of an overall strategy to improve the image of this important crossroads.

PROJECT ELEMENTS: Project elements are likely to include:

- Highway access and parking.
- Orientation kiosk.
- Changeable lodging/visitor services displays.
- Possible phone connection to lodgings or central reservations facility.
- Possible wi-fi hot spot for travel information and booking.

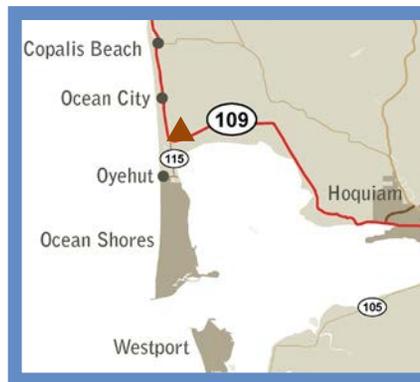
POTENTIAL CONSTRAINTS: Private property would need to be acquired for this project. Access to the highway would require review for safety and traffic operations.

MAINTENANCE CONSIDERATIONS: This site would be either privately owned and operated or owned by a local government. Maintenance and operations would be the responsibility of the owner along with the Byway Organization and marketing partners.

LEAD AGENCY / PARTNERS: Byway Organization/Chambers/Tourism Grays Harbor/Local Governments



HIDDEN COAST
SCENIC BYWAY





Ghost Forest Acquisition and Access

DESCRIPTION AND

PURPOSE: This project will acquire two parcels of the “Ghost Forest” for permanent protection and public access. The Ghost Forest is a unique salt marsh ecosystem with hundreds of large standing cedar snags. These ghost trees were created about 300 years ago when a huge earthquake caused the entire area to subside, flooding the old-growth forest. This unique feature is of intense interest to scientists studying the history of the Cascadia subduction zone, and also a popular destination for guided human-powered boat tours for travelers interested in the region’s natural history. Acquisition of these parcels is the first phase of a project to provide access and interpretation to the site.

BENEFITS: The project benefits the byway traveler by protecting a regionally unique ecosystem, and in a future phase of the project developing access. The story of the Ghost Forest is an integral part of the byway story, and interpretation of the site will enrich the traveler’s experience and sense of place. The natural history story of the site is complemented by the cultural history of the site, since local Native American tribes have oral traditions that recall the earthquake (likely measuring about 9.0 on the Richter Scale) that caused the subsidence. This site will ultimately become one of the premier natural history destinations along the byway if it is brought into public ownership.

PROJECT ELEMENTS: Project elements are likely to include:

- Property acquisition of significant areas of the Ghost Forest along with property adjacent to the Copalis River for a new human-powered boat put-in.



- Interpretive displays in both properties.
- Parking and restrooms (if appropriate) at the access area.

POTENTIAL CONSTRAINTS: Private property would need to be acquired for this project.

MAINTENANCE CONSIDERATIONS: The project would have significant long-term maintenance and operations costs. Washington State Parks would own and maintain the sites. Some revenue generating opportunities may be possible through concessions for guided tours or other value-added services related to the site.

LEAD AGENCY / PARTNERS: Washington State Parks



PHOTO: Tom Scanlon, North Coast News

Copalis Beach Access Parking and Restrooms

DESCRIPTION AND PURPOSE: The new pedestrian bridge across Connor Creek restores an important access point to the beach at Copalis Beach. This project would acquire property and develop associated parking and restrooms to allow a higher level of use for this access and reduce impacts of cars parking on adjacent private property.



BENEFITS: This beach access currently has limited parking, and can not be signed from the byway. Development of parking and restrooms would allow the site to be more fully used and enhance a visit to the community of Copalis Beach.

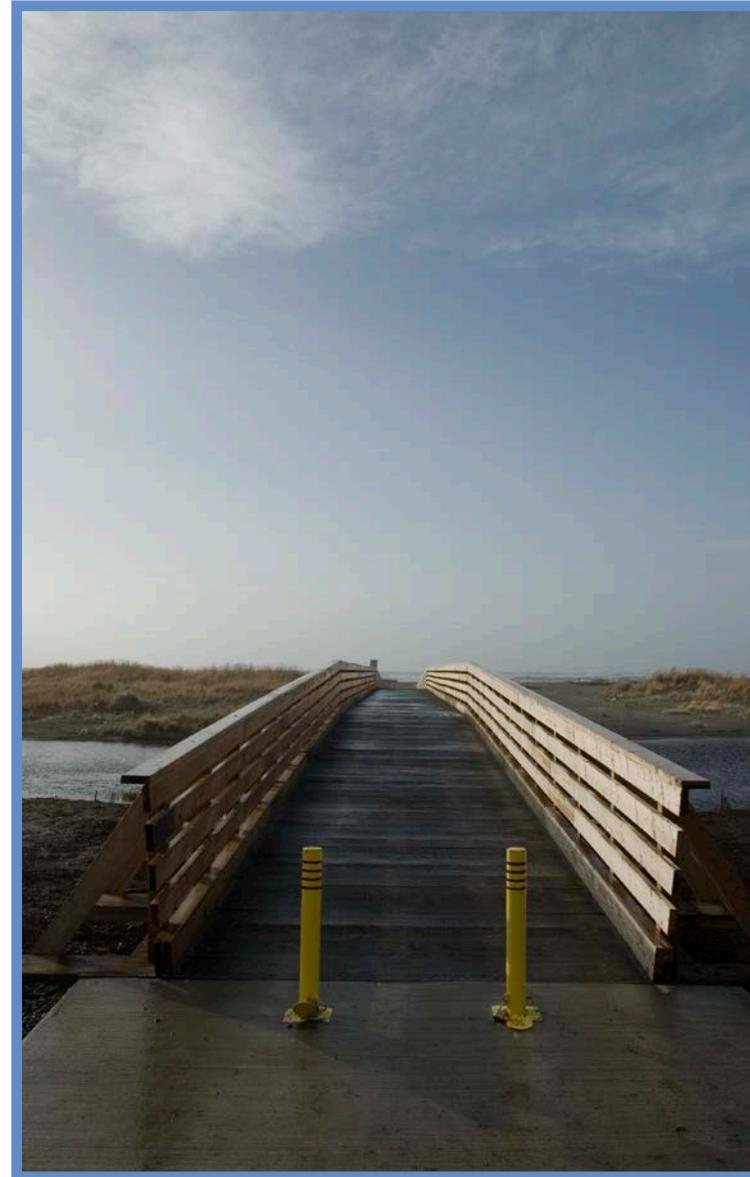
PROJECT ELEMENTS: Project elements are likely to include:

- Property acquisition.
- Development of parking, restroom and interpretive facilities.
- Signing from the byway.

POTENTIAL CONSTRAINTS: Private property would need to be acquired for this project.

MAINTENANCE CONSIDERATIONS: The project would have significant long-term maintenance and operations costs. Washington State Parks would own and maintain the sites.

LEAD AGENCY / PARTNERS: Washington State Parks





Copalis River Natural Area Overlook

DESCRIPTION AND PURPOSE:

This project would develop a viewpoint along the west side of the byway overlooking the Copalis River Natural Area and with commanding views to the Pacific. Located in one of the few remaining stands of old-growth forest along the byway, the overlook would have a unique atmosphere. This location is one of the few opportunities for a viewpoint to the Pacific along the byway.

BENEFITS: The project would provide an opportunity for travelers to experience a view to the Pacific through and across an undeveloped natural area, providing one of the few opportunities to experience a view of the landscape as it was hundreds of years ago

PROJECT ELEMENTS: Project elements are likely to include:

- Grading and paving for parking and access with room for approximately 2-3 vehicles.
- Interpretive displays, possibly along with interpretive trails and viewing platform.

POTENTIAL CONSTRAINTS: Some trees would need to be removed to open up views from this site. The site would require review for traffic safety.



MAINTENANCE CONSIDERATIONS: Maintenance needs for the site would vary depending on the facilities developed. It is likely that WSDOT and Washington State Parks would share maintenance responsibilities.

LEAD AGENCY / PARTNERS: Washington State Parks/WSDOT

Elk Creek Viewpoint

DESCRIPTION AND PURPOSE: Also known to residents as Santa Claus Corner or Sleepy Hollow, this location provides access to one of the most striking views on the coast. The project would improve the existing pullout, and may eventually include acquisition of additional property along Elk Creek for beach access, and a connected wetlands interpretive boardwalk.

BENEFITS: The project would provide better access to an amazing view, interpret the natural and cultural history of the area, and potentially provide access to both the beach and the wetlands associated with Elk Creek.

PROJECT ELEMENTS: Project elements are likely to include:

- Grading and paving for parking and access with room for approximately 6-8 vehicles.
- Interpretive displays.
- Possible property acquisition.
- Possible beach access.
- Interpretive wetland boardwalk.

POTENTIAL CONSTRAINTS: Private property may need to be acquired for potential elements of the project. Safe pedestrian connections need to be developed along the byway to access the wetland boardwalk system.

MAINTENANCE CONSIDERATIONS: Maintenance needs for the site would vary depending on the facilities developed. It is likely that WSDOT, Washington State Parks, and potentially Seabrook would share maintenance responsibilities.

LEAD AGENCY / PARTNERS: Washington State Parks/WSDOT/Seabrook



HIDDEN COAST SCENIC BYWAY





Pacific Beach to Seabrook Non-motorized Trail

DESCRIPTION AND PURPOSE: This project would provide a safer route for walking and bicycling between the communities of Pacific Beach and Seabrook. The preferred project would include a separated two-way trail parallel to the byway. A possible option would be widened shoulders along the roadway.

BENEFITS: The project would reinforce the connections between North Beach communities, providing opportunities for recreational use of the trail along with access between the two communities without use of a car. The trail connections would be especially valuable for children who currently have no safe route to travel between communities in the North Beach area.

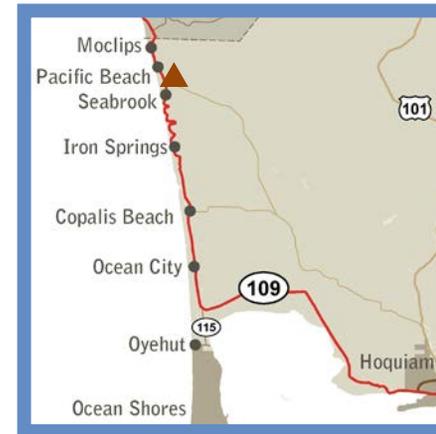
PROJECT ELEMENTS: Project elements are likely to include:

- Right of way acquisition.
- Approximately one mile of trail or widened shoulder.

POTENTIAL CONSTRAINTS: Private property will need to be acquired for the project. Existing right of way is very constrained in this area. Topography and stormwater management will be significant issues for planning and design.

MAINTENANCE CONSIDERATIONS: The trail would require regular maintenance. Responsibility could vary depending on the development and ownership scenario for the trail, but would likely either be the responsibility of WSDOT or Grays Harbor County. Local partners or the byway organization could provide volunteer assistance through an agreement with the eventual owner of the project.

LEAD AGENCY / PARTNERS: Grays Harbor County/WSDOT







Pacific Beach to Moclips Non-motorized Trail

DESCRIPTION AND PURPOSE: This project would provide a safer route for walking and bicycling between the communities of Pacific Beach and Moclips. The preferred project would include a separated two-way trail parallel to the byway. A possible option would be widened shoulders along the roadway.

BENEFITS: The project would reinforce the connections between North Beach communities, providing opportunities for recreational use of the trail along with access between the two communities without use of a car. The trail connections would be especially valuable for children who currently have no safe route to travel between communities in the North Beach area.

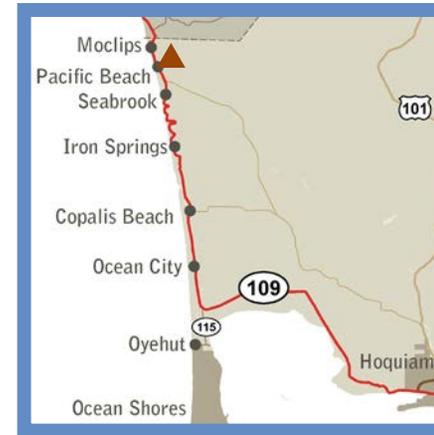
PROJECT ELEMENTS: Project elements are likely to include:

- Right of way acquisition.
- Approximately one mile of trail or widened shoulder.

POTENTIAL CONSTRAINTS: Private property will need to be acquired for the project. Existing right of way is very constrained in this area. Topography and stormwater management will be significant issues for planning and design.

MAINTENANCE CONSIDERATIONS: The trail would require regular maintenance. Responsibility could vary depending on the development and ownership scenario for the trail, but would likely either be the responsibility of WSDOT or Grays Harbor County. Local partners or the byway organization could provide volunteer assistance through an agreement with the eventual owner of the project.

LEAD AGENCY / PARTNERS: Grays Harbor County/WSDOT



Pacific Beach Railroad Grade Beach Access

DESCRIPTION AND PURPOSE: This project would improve the historic railroad grade in Pacific Beach to provide beach access.

BENEFITS: Beach access from downtown Pacific Beach is limited. This project would improve a good access path to the beach and provide an opportunity to interpret the historic railroad.

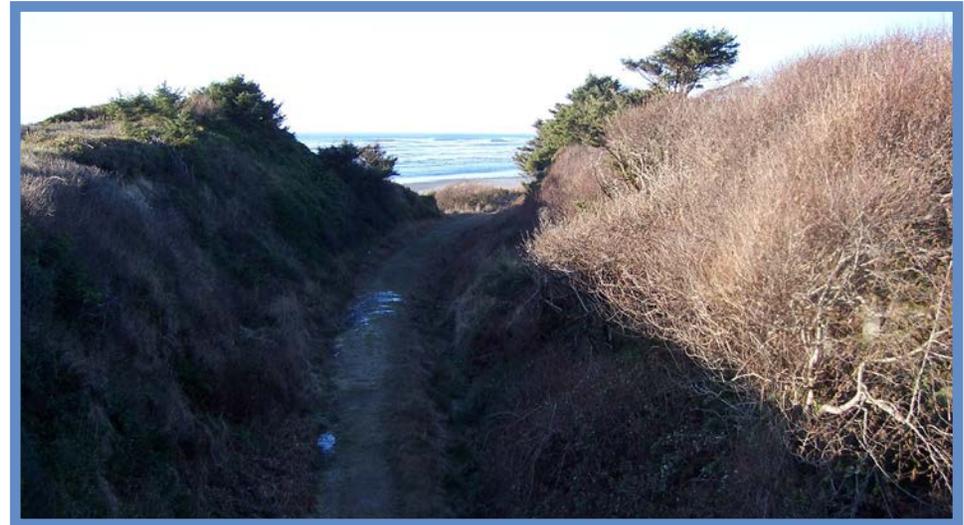
PROJECT ELEMENTS: Project elements are likely to include:

- Potential right of way acquisition.
- Trail clearing and surfacing.
- Wayfinding signs.
- Interpretive signs or kiosks.
- Access points to the railroad grade, including stairs or ramps.

POTENTIAL CONSTRAINTS: Ownership needs to be confirmed and acquisition may be necessary. The railroad grade is in a man-made valley significantly lower than most of the community, and connections would need to be established to allow access, including ADA routes.

MAINTENANCE CONSIDERATIONS: The beach access would require some regular maintenance. Responsibility could vary depending on the development and ownership scenario. It would likely be the responsibility of a community group.

LEAD AGENCY / PARTNERS: Byway organization/community groups



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Museum of the North Beach Depot

DESCRIPTION AND PURPOSE: This project will construct a new home for the Museum of the North Beach in the town of Moclips.

A stable community-based institution, the museum is currently operated out of a small, temporary location. The new facility will have the look and feel of the historic Moclips Depot, and provide a permanent home for the museum's outstanding collection of local historic artifacts. The project includes construction of a new facility, site improvements, and wayfinding signs to and from the byway. Property for the museum is owned by Washington State Parks.



BENEFITS: The project benefits the byway traveler by improving access to and experience of the byway's best interpretive resources, telling the byway story. From historic tourism to shipwrecks, from canneries to cedar shake shacks and beach life, the Museum of the North Beach uses a collection of compelling local artifacts to illustrate the history of the byway and make it come alive for byway travelers. In addition to its historic collection the museum is a byway information center, providing travel and trip planning information. The new facility will allow space to improve the traveler information function of the museum as well as its interpretive mission.

PROJECT ELEMENTS: Project elements are likely to include:

- Site improvements.

- New museum building.
- Wayfinding signs.
- Interpretive displays.

POTENTIAL CONSTRAINTS: The project will require significant capital funding. The option to lease the property from Washington State Parks expires in five years from the agreement date. Capital funding needs to be acquired before that time.

MAINTENANCE CONSIDERATIONS: The museum would require significant maintenance and operations support. This would be primarily taken care of by volunteer supporters.

LEAD AGENCY / PARTNERS: Moclips by the Sea Historical Society



Quinault Tribe Visitor Information Kiosk

DESCRIPTION AND PURPOSE: This project would develop a pullout near the entry to Quinault lands and install kiosk orienting visitors to recreation opportunities and to the differing regulations within the Quinault Indian Nation.

BENEFITS: This project would benefit travellers by clarifying the expectations and requirements for travel within the Quinault Indian Nation, and providing recreation information.

PROJECT ELEMENTS: Project elements are likely to include:

- Development of a pullout with access for 2-3 vehicles.
- Information kiosk.

POTENTIAL CONSTRAINTS: The selected site will require review for traffic safety and operations.

MAINTENANCE CONSIDERATIONS: The site will require some maintenance. Maintenance is assumed to be the responsibility of the Quinault Indian Nation.

LEAD AGENCY / PARTNERS: Quinault Indian Nation/WSDOT





Part VI – Implementation and Administration



Managing a Scenic Byway

Participating in an active scenic byway provides corridor stakeholders the opportunity to work cooperatively towards shared goals. It provides new tools for individual communities or stakeholder interest groups to implement their priority projects or programs, and can contribute to the improvement of a region as a place to live, and as a place to visit.

Typically, byways are organized with a byway management or stewardship group with representation from a wide range of byway stakeholders. In some cases these groups are very formal, incorporating as 501c3 organizations with bylaws and elected leadership. In other cases byway organizations are informal working groups with more fluid membership and leadership.

At least for the early stages of work as a byway, a less formal model seems most appropriate for the Hidden Coast Scenic Byway. An informal byway working group will allow participants to benefit from corridor-wide coordination and organize to implement multi-community projects, without requiring a significant time commitment.

SR 115, which provides access to Ocean Shores, the Quinalt Beach Resort and Casino, Ocean City State Park, and Oyehut is not a designated Scenic and Recreational Highway or Washington Scenic Byway. However, because of the importance of these communities and destinations to travelers in the region, the plan treats the communities and resources along this road as full participants in the byway, and would be expected to be active in a byway management group.

The main work of the committee would include periodic meetings to support corridor-wide communication, and focused working groups developed around specific projects or activities. Standing subcommittees of the main committee would likely include an interpretive committee, and a marketing committee. The main activities of these standing subcommittees would be corridor-wide coordination around their topic area.

The more informal model for a byway management committee reduces the required time commitment for community, jurisdiction, and



agency stakeholders, but in turn requires more intensive facilitation to reduce the responsibilities of individual members. For the Hidden Coast Scenic Byway, the Grays Harbor Council of Governments (GHCOG) is a good candidate to fill the role of facilitating organization for the byway committee. Each local government in the corridor is a member of the GHCOG, and the organization has the staffing and organizational capacity to maintain communications between committee members.

Recommended membership in the Scenic Byway Committee would include:

- The Quinault Indian Nation
- Grays Harbor County
- City of Hoquiam
- City of Ocean Shores
- Washington State Parks
- Washington State Department of Transportation
- Tourism Grays Harbor
- Ocean Shores Chamber of Commerce
- Copalis Beach at-large member
- Pacific Beach at-large member
- Ocean Shores at-large member
- United State Fish and Wildlife Service

While some activities of the byway committee might be by formal vote, in general the committee should be managed with as inclusive and open an approach as possible. Overall, the byway will be strengthened by broad and active participation.

Working groups should be encouraged to take on byway projects, especially where they have regional or byway-wide scope. As described above, standing work groups or subcommittees for the byway should include a marketing group and interpretation group. Other working

groups that might be appropriate for early work to establish the byway could include a non-motorized working group to focus on the byway's trail projects, and a community clean-up working group to emphasize community-based revitalization.

Byway groups have significant flexibility in their work focus as well as their organizational structure. In general, byway groups have the ability to organize themselves and their activities as best fits their priorities for implementing the plan. In some cases byway groups meet frequently and work as a group on implementation projects, in other cases the byway group may meet only annually or semi-annually, with more active work being completed by project-focused subcommittees.

In most cases byway groups meet four to six times per year, and meetings include updates on activities throughout the corridor, and work on specific projects. One of the goals of the byway process is to bring new resources into the corridor. Grant applications or applications for technical support are often important parts of the work plan for the byway committee, to find the funds or in-kind support to complete byway-related projects.

The byway committee should generally develop an annual work plan that includes the highest priority projects for work that year, and any necessary updates to the plan document to reflect projects completed, new priorities, and new opportunities.

FHWA Guidelines for Corridor Management Plans

Scenic Byway Corridor Management Plans are developed to meet the needs of local communities and allow participation in the National Scenic Byways program. The FHWA provides general guidance for the content of Corridor Management Plans. The Hidden Coast Scenic Byway Corridor Management Plan includes the elements suggested by the FHWA in their guidance, but organizes the plan in a way that is intended to be more useful to byway stakeholders. The following table lists the FHWA plan elements and the location they can be found in the Hidden Coast Scenic Byway Corridor Management Plan:

1: A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor

A general corridor locator map is included on pages 3, Mapping showing the boundaries and resources of the byway are included on pages 23-29.

2: An assessment of the intrinsic qualities and their context

This information is included primarily on pages 14-29.

3: A strategy for maintaining intrinsic qualities

This information is included on pages 39-42.

4: The agencies, groups, and individuals who are part of the team that will carry out the plan, and their responsibilities

The makeup and activities of a byway management group are described on pages 73-74. Formal responsibilities and action plans for the group will be developed in a series of annual workplans that function as short-term implementation guides for the Corridor Management Plan.

5: Strategy for enhancing existing development and accommodating new development

This information is included on pages 39-42. Many of the corridor-wide and site specific projects are also focused on improving existing facilities or improving infrastructure to accommodate future change.

6: A plan for ongoing public participation

Ongoing public participation will be facilitated by the byway management group, who also are representative of a variety of byway communities and stakeholder groups.

7: A general review of the byway's safety record to locate hazards

This information is provided on pages 36-38.

8: A plan to accommodate commercial traffic while ensuring the safety of small vehicles, bicyclists and pedestrians

This topic is generally consistent with the safety and operations analysis on pages 36-38. The primary safety and operational issues on the roadway is non-motorized traffic, which is discussed from a corridor-wide perspective on page 38, and also included in potential early action projects on pages 52 and 64-66.

9: A listing and discussion of efforts to minimize anomalous intrusion on the visitor's experience of the byway

This topic is included in the discussion on corridor stewardship on pages 39-42.

10: Compliance with laws regarding control of outdoor advertising

Signing in the corridor is generally compliant with sign regulations administered by both local jurisdictions and WSDOT. There are many signs in the corridor erected prior to current sign regulations that would be out of compliance if installed recently, however they have been "grandfathered" into the current system and are allowed to be maintained.

11: Signing strategy to avoid sign clutter and meet the needs of byway visitors

Wayfinding and information signage is described on page 37 and page 50.

12: Plans for how the byway will be marketed and publicized

Byway marketing themes, messages, and strategies are included on pages 9, 30-32, 45, and 48-49.

13: Proposals for modifying the roadway, and recommendations for how proposed changes may affect the byway's intrinsic qualities

Proposals for modifying the roadway are limited, and are described on pages 36-38. Minor modifications to the roadway are not anticipated to materially impact the byway's intrinsic qualities.

14: Plans to interpret the byway's resources to travelers

Interpretation is included in most byway projects and strategies. Specific interpretive planning information is included on pages 9,30-32,43-45, 48-49, 56-57, 60, 63, 68.



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Dolores’ & Fay’s – Dolores May

Ellen Pickell

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Ocean Shores Interpretive Center–Neil Eldridge

Ocean Shores Visitors Information Center–Helen Lord

Quinalt Indian Nation–Jonathon Ciesla, Natalie Charley

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[Quinalt Indian Nation](#) Leilani Jones-Chubby, Culture Affairs Manager

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