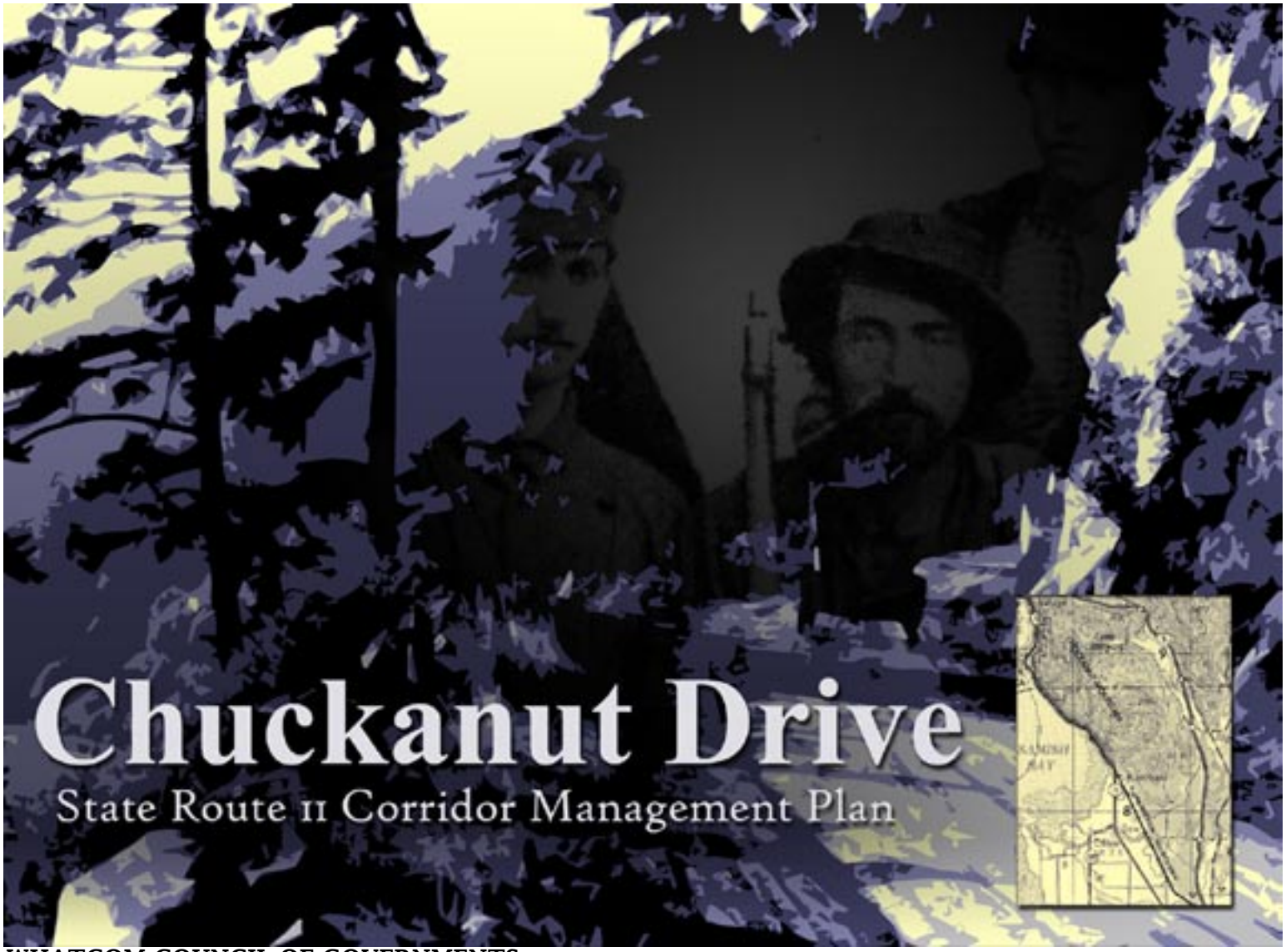

WHATCOM COUNCIL OF GOVERNMENTS
Second Edition
December 18, 2003

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Whatcom Museum of History &

When Chuckanut Drive was originally established as a dirt road, it served a recreational rather than a transportation function, since travel was faster by train or by one of the plentiful Mosquito Fleet ferries plying the north Puget Sound area.

Whatcom Museum of History&Art,Bellingham,Wa.

Because of the natural harbor afforded by Chuckanut Bay, sailing ships were moored here during winter storms. Industrial activity along the bay included brick manufacture, stone quarrying, fishing, logging and lumber

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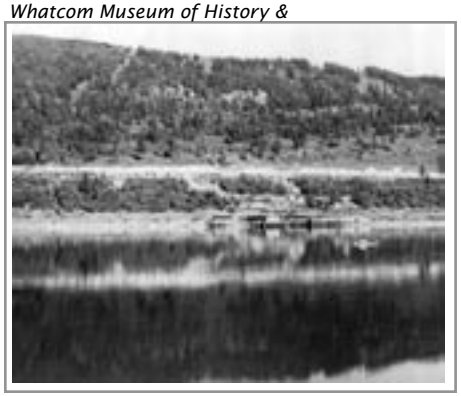
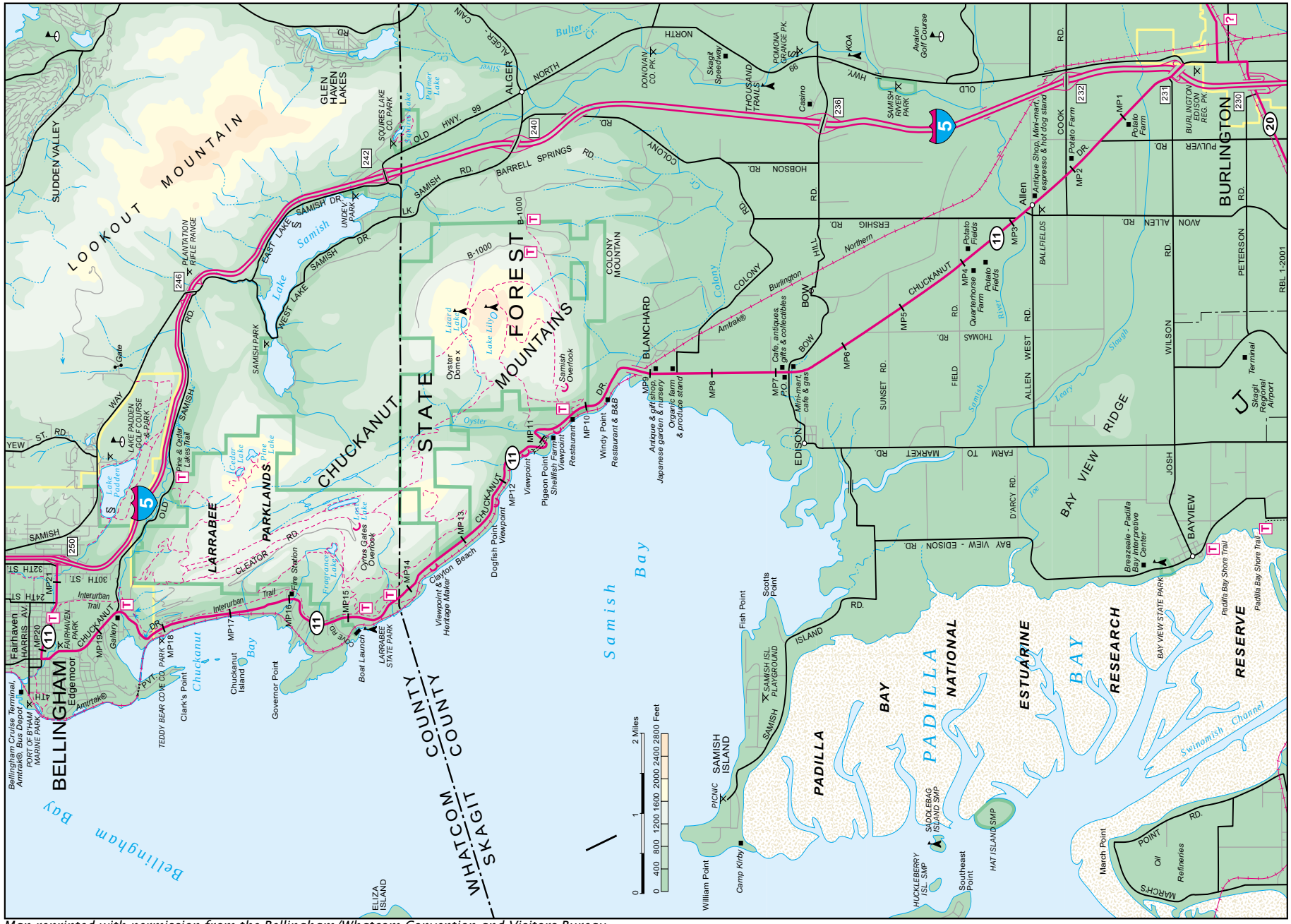


The Astoria and Puget Sound Canning Co, on Chuckanut Bay, seen in 1925.

THE CHUCKANUT DRIVE SCENIC CORRIDOR REGION.



Map reprinted with permission from the Bellingham/Whatcom Convention and Visitors Bureau.

FOREWORD

This plan is the product of a cooperative effort on the part of many community members and organizations. The Whatcom Council of Governments wishes to acknowledge with grateful appreciation the following members of the three Core Planning Groups and the Steering Committee, without whose energetic participation this plan would not have come to fruition:

CHUCKANUT CORRIDOR COMMUNITY

Samish Farmlands
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David Henry, Resident
Eric Irelan, Skagit County Council of Governments
Carolyn Kelly, Skagit Conservation District
Rob Matthews, Edison Elementary School
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Joan Melcher, Pacific Northwest Trail Association
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Don Shank, Chuckanut Merchants' Association
Jim Thomas, Skagit Fisheries Enhancement
Pat Woolcock, Chuckanut Merchants' Assoc.

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Al Currier, Whatcom County Historical Society
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Duane Melcher, Pacific Northwest Trail Association
Larry Richardson, Chuckanut Community & Firefighters' Association
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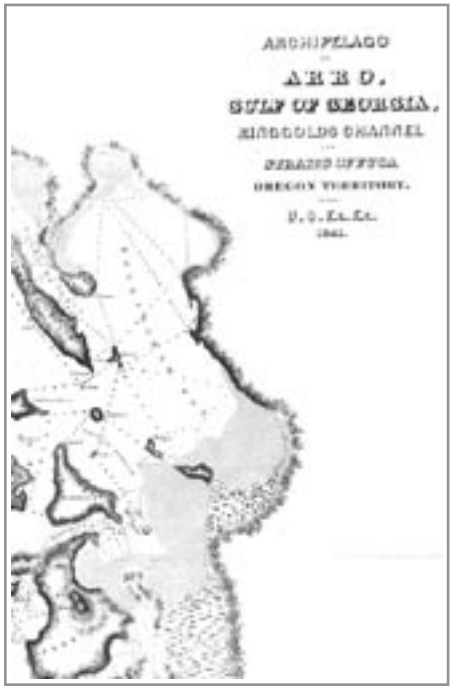

Wilkes' map of northwest Washington was charted in 1842 on an expedition of great significance. Transportation by water was the original Chuckanut route.

"This century of progress started on Chuckanut Bay, with the building of a salmon cannery in 1900. This facility, complete with company housing and operating under the banner 'Astoria & Puget Sound Canning Co' would pack local harvested salmon until fish traps were outlawed in 1934."

-- Francis Judd, Archivist

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Advisors:
Joan Casey, Chuckanut Mountain Trails Steering Committee
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Richard Griffin	Vi Kneindienst
Barbara Smith	Francis Judd
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Dick Ferringer	George Gale
John Arnold	Nancy Arnold

Participants from the **Happy Valley Neighborhood Association**:
Robin Dexter, Resident
John Servais, Resident
Dan Taylor, Resident
Terry Todd, Resident
Erin Hamernyik, Resident_
Susan Willhoft, Resident

Permission to reproduce several historic photographs was generously granted by the Whatcom Museum of History and Art and the Skagit Historical Museum, for which we are extremely grateful. We also thank the Bellingham/Whatcom Convention and Visitors Bureau for use of the Chuckanut Drive map.

We wish to thank Sidney Atkins for use of Coast Millenium Trail photographs and Joe Meche of the North Cascades Audubon Society for use of bird photographs.

We have been very fortunate to receive the graphic design assistance of Jonathan Sodt of Grassdog

Clayton Beach Trail winds through Larrabee State Park, Washington's oldest State Park. The trail follows part of the former Interurban rail right-of-way.

Connelly Creek Trail connects the parkway, neighborhood and the university.

Studios and Ron Simoneau of Simoneau Productions. Our deepest thanks go to Inge K. Reuter and Wendy Scholtz for layout assistance. We gratefully acknowledge the assistance of the Whatcom Volunteer Center.

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Whatcom Council of Governments

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INTRODUCTION

CHUCKANUT BAY AND THE BEGINNINGS OF CHUCKANUT DRIVE

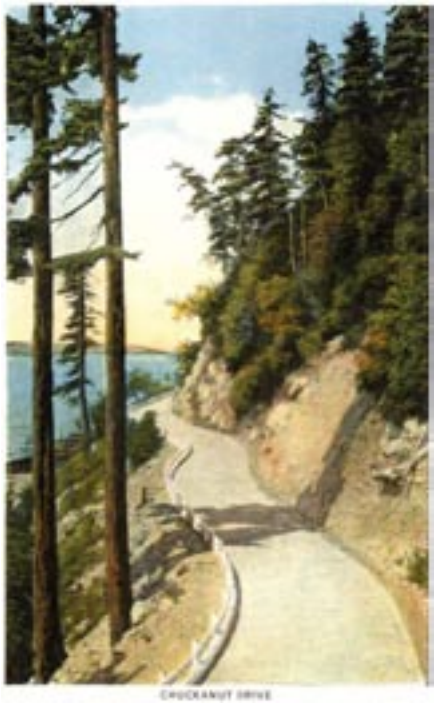
Located equidistant between Seattle, Washington and Vancouver, British Columbia, Chuckanut Drive is a quiet, winding coastal route that offers a slower-paced scenic alternative to the high speed interstate highway running parallel further inland. Throughout its history it has been a favorite among cyclists and hikers and campers as well as residents and travelers seeking a dramatic natural landscape in which to commune with the forests, sea-scape and sky.

The byway was named after Chuckanut Bay, a sheltered cove offering rich shellfish harvests shared by the region's several tribes over an estimated 8,000 year history. The native word "Chuckanut" means "beach on a bay with a small entrance." Chuckanut Bay eventually lent its name to forested Chuckanut Mountain rising from its shore and extending south to the rich tidal flats of Colony Creek on Samish Bay. An ancient foot-trail along the mountain cliffs created the beginning path for Chuckanut Drive.

Chuckanut Drive was a favored project of coal entrepreneur Charles Larrabee who envisioned it as the state's first scenic drive. Used during the 1890's as a logging access road, Chuckanut Drive remained a rutted dirt road until the fledgling Washington State Legislature allocated funds in 1905 to connect the logging communities from Bellingham to Bow. Funding ran out after only a few miles had been cleared but Larrabee and his industrial partner Cyrus Gates undertook the task of surveying the cliff-side road. In 1907, assisted by persuasive lobbying efforts in Olympia, they succeeded in constructing the Fairhaven section. Paving was completed by 1921 from Fairhaven to Blanchard.

Later chapters in the Corridor Management Plan reveal more of the fascinating history of this beautiful area, making clear why Chuckanut Drive received the honor of official designation as a State Scenic and Recreational Highway in 1993. The twenty mile corridor connecting the scenic farmlands of Skagit County with the majestic coastal cliffs skirting the Strait of Juan de Fuca offers travelers magnificent views of the San Juan Islands. To traverse the route on one of the Pacific Northwest's quintessential long, sunny summer evenings is to experience a sunset sky of radiant beauty unsurpassed throughout the world.

The distinctive rock formations along the Chuckanut beaches and coves caught resident artist John Arnold's imagination in this contemporary sketch.



A Classic Chuckanut view from a scenic postcard series published in the 1920s.

MUSINGS ON CHUCKANUT DRIVE

Open vistas frolic there
In sunshine dappled clouds
Harvest fields now labor full
Where ancient cedars once stood proud.

Flocks of swans alight here yearly
Resting wings on outstretched plain
Their feathered glory feeds our yearning
To join their flight to sea again.

Where now slate barns and split-rail fences
Lean into squalls of time's grey tread,
Just yesterday the tide's long fingers
Met creeks that centuries' forests fed.

Upwelling rise, on seaborn wind
Lift in gentle arc from earth
And find ourselves with mountain giants
Trees on cliffside, sky and birds.

Cathedral spires of whispering hemlock
Tell the tale of ancient ways.
'Round each curve bring wisdom's heaven
Lead us home to love this land.

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CORRIDOR MANAGEMENT PLAN BENEFITS

The National Scenic Byways program provides funds for projects enhancing and conserving intrinsic qualities along identified state routes. Enhancements include corridor residential quality of life, corridor safety and other qualities described in this plan. Because they are defined by the Federal Scenic Byways program, the Corridor Management Plan must address the required elements listed in Section 1 "View and Context," but the extent of work on each element is flexible, depending on the needs and abilities of the community.

LOCAL GUIDANCE FOR CHUCKANUT'S FUTURE

Above all, this Corridor Management Plan is a product of our community's efforts to document the hopes, plans and needs of this distinctive region. Chuckanut Drive has become eligible to compete for additional funds or projects, with the completion of this Corridor Management Plan (CMP). Development of the Chuckanut Drive CMP reflects the interests of the Chuckanut Corridor Community (CCC) and stakeholders.

The primary purpose of the plan is to:

- Document community interest and guide enhancement projects;
- Promote partnerships for conservation and enhancement activities;
- Bring new resources to the corridor for project development and programs;
- Support application for National Scenic Byway designation if local jurisdictions choose to seek it; and
- Promote coordination between residents, communities and agencies.

The Corridor Management Plan will not increase regulation in the corridor:

- The Corridor Management Plan will not change local land use authority.
- The Plan will not increase state or federal involvement in local land use.
- Any actions or projects shown outside of the right-of-way are entirely voluntary. They may be implemented by local jurisdictions through existing processes, or landowners may choose to implement them, but the plan does not have regulatory authority.
- Local jurisdictions or private property owners will not be penalized if they choose not to implement actions described in the plan.
- Property acquired for enhancements will not be acquired by condemnation, but by voluntary sale or donation.

Chuckanut residents responded to survey questions to guide the byway's future.

"In 1903, Great Northern Railroad opened the Chuckanut route. (Don't let dates on tunnels confuse you.) Tunnels were relined in 1912 - 1913."

-- Francis Judd, Archivist

THE BYWAY PLANNING PROCESS

Community interest in creating the Corridor Management Plan for State Route 11 gained momentum in 1998 with the completion of the Chuckanut Mountain Trail system map coordinated by the State of Washington Department of Natural Resources. Participating in the Chuckanut Mountain Trails Steering Committee were representatives of:

- Bellingham Parks Department
- Whatcom County Parks and Recreation
- Larrabee State Park
- many local trail groups
- conservation interest groups

A shared interest in defining and preserving the qualities which make this mountain trail system an international attraction fueled momentum for the trail planners to continue the work. Together with a wide spectrum of residents, organizations, merchants and agencies, their vision has resulted in this plan, a full and fascinating story of Chuckanut Drive's history, community and hopes for its future.

WHAT IS THE CORRIDOR?

In the process of developing the Chuckanut Drive CMP, community members in the CCC developed a reference system to describe the different types of interest areas along the drive. Throughout this document, we use the following terms to roughly indicate where features are located relative to the byway:

The **Corridor** is composed of the land or water areas immediately contiguous to the roadway. The width of the corridor beyond the roadway changes with the terrain, the land use, or the degree of interest of the respective land-owners. The corridor is comprised of elements which influence or are integral to the intrinsic qualities of the byway, for example, views, historic structures, natural features or other elements which the byway community has designated as valuable to the identity of Chuckanut Drive.

The **Right-of-way** is a legal and engineering term denoting the land or easements owned by the Washington State Department of Transportation (WSDOT) for the operation, construction and maintenance of State Route 11 (Chuckanut Drive). The width of the right-of-way (R.O.W.) on Chuckanut Drive varies according to legal acquisition records from as wide as 100 ft. on either side of the center-line in some sections of Samish Farmlands, down to only about 40 feet wide on some sections of the Chuckanut Mountainside – the narrowest state highway right of way in Washington!

Beyond the two categories above, the CCC designated **areas of interest** as those lands beyond the immediate corridor but whose disposition greatly affects the quality of experience of the byway. In most cases these areas of interest are within view of the drive, such that development changes would influence the scenery. In some cases, the areas are not in immediate view, for example, the eastern side of Chuckanut and Blanchard Mountains. The CCC felt strongly that the way that these large land areas are managed can affect the character of Chuckanut Drive, through recreation and nature.

THE CHUCKANUT CORRIDOR VISION

The vision statement for the corridor reflects the values of the corridor as a whole as well as the inherent qualities which differ from community to community:

Chuckanut Drive is a scenic byway of unparalleled natural beauty providing leisurely enjoyment of this historic area including coastal island views, forest recreation areas and open-space habitat, safely shared by people walking, bicycling and driving. The byway's three geographic communities — Historic Fairhaven Parkway, The Chuckanut Mountainside, and Samish Farmlands -- welcome visitors and work to preserve Chuckanut Drive's eminent history and rich natural heritage.

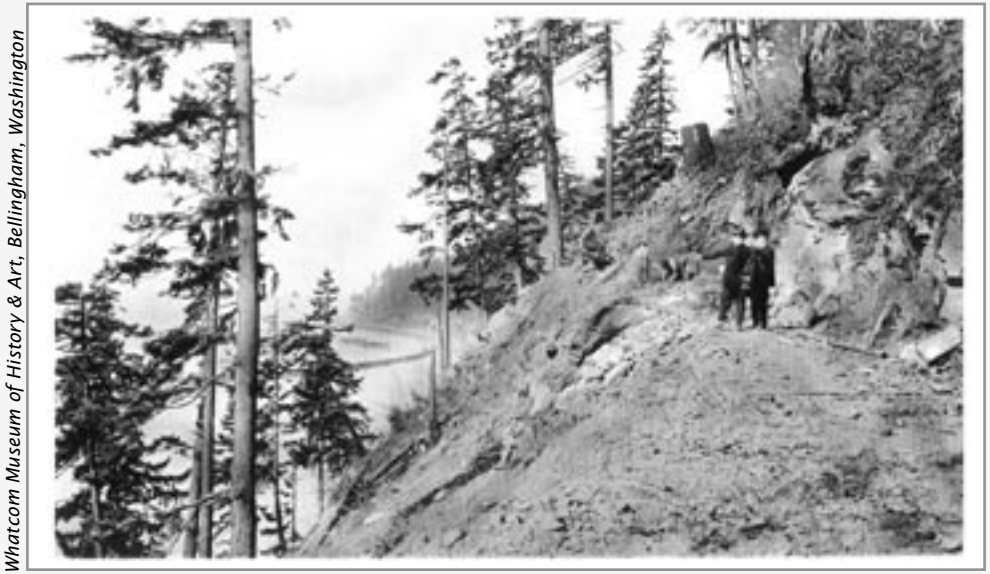
Samish Farmlands *community balances commercial and farm transportation with recreational and natural splendor. The community works to increase awareness, support, and appreciation for contributions of the farm community and preserve and enhance natural habitats for migratory birds, salmon and estuarine species.*

Chuckanut Mountainside *retains the scenic quality of a narrow, winding historic road providing access to natural forest lands and scenic water views. Protecting fragile mountain ecosystems is the community's top priority as nature provides the essential foundation for the by-way's stellar scenery and the safety of visitors and residents alike.*

Historic Fairhaven Parkway *provides residents and visitors with a landscaped greenway whose historic parks, natural habitats, and attractive residences enhance a walkable neighborhood community and create an inviting gateway to the Fairhaven historic and commercial district.*

Arching gracefully above the estuarian slough at the base of the Chuckanut mountains, the Blanchard Bridge on Chuckanut Drive links the contrasting terrain of farmland and

"As we ushered in the 20th century, the Roeder/Roth quarry was still producing high grade building stone. With production of 200 tons per day, after the great Seattle fire of 1889, much of the Chuckanut stone went to rebuild Seattle's Pioneer Square district."



Whatcom Museum of History & Art, Bellingham, Washington

Early land stewards, C.X. Larrabee and Cyrus Gates review road construction progress. Larrabee envisioned Chuckanut as a scenic drive long before there was a national scenic byway designation.

SECTION I: VIEW AND CONTEXT

WHAT QUALITIES MAKE CHUCKANUT SPECIAL?

The Chuckanut Drive area is framed by the Cascade Mountains to the east and the San Juan Islands to the west. Beginning just north of the Burlington city limits in Skagit County, Chuckanut Drive leads north across the farmlands of the flat delta area of the Samish River for its first 8 miles. The road then transitions to the mountainside and winds upward along Samish Bay and Chuckanut Bay until reaching the City of Bellingham in Whatcom County.

SCENIC REQUIREMENTS

How do these qualities create an identity and tell the story of Chuckanut Drive? This section describes the Chuckanut Corridor Community (CCC) answers to these questions in the context of the framework provided by the National Scenic Byways Program. Based on these answers, the Intrinsic Qualities Chapter details how the community wishes to preserve or enhance the features which best represent these qualities.

The National Scenic Byways program of the U. S. Department of Transportation requires that noteworthy qualities and their context be identified in the plan along with an indication of the local intent to preserve them in accord with community interests. Federal guidelines specify six intrinsic qualities potentially applicable to the route. Chuckanut Drive was chosen as a scenic byway for these four qualities:

Scenic - A heightened visual experience from the corridor view; a pleasing and memorable landscape of strikingly distinct character;

Historic - Legacies of the past distinctly associated with physical elements of the landscape which educate and inspire appreciation for the history;

Recreational - Outdoor recreation activities directly dependent upon the landscape's natural and cultural elements

Natural - Features of the visual environment in a relatively undisturbed state.

The following additional two qualities which Federal guidelines specify for scenic byway evaluation are also richly represented along Chuckanut Drive:

Inspiration Point offers a scenic seascape view with natural, historic, and recreational value to the Chuckanut corridor experience.

Madrona "Arbutus Menziesii." Evergreen. Range: From British Columbia southward through the coastal ranges to Southern California. Mature height varies from 20ft to 100ft....Smooth, reddish-brown bark peels off in thin sheets."

-- Sunset Western Garden

Cultural – Current customs, activities, or traditions of a distinct group of people;

Archeological - Physical, visual evidence of prehistoric life or activity that can be inventoried and interpreted.

In evaluating the many intrinsic qualities and sites along the byway, it is clear that Chuckanut Drive is eligible to seek designation in all six categories. Several CCC members expressed support for pursuing this designation, noting the international fame of the corridor.

Recommendation: pursue National Scenic Byway designation in all six intrinsic qualities.

BYWAY COMMUNITIES

From the beginning of the planning process, it was clear that the concerns of the byway community could be better understood in terms of these three distinct geographic sections:

- **Samish Farmlands** (mile post 0 to 9.5)
  —from Burlington to Blanchard
- **Chuckanut Mountain** (mile post 9.5 to 18.67),
  —from Blanchard to Old Samish Highway
- **Historic Fairhaven Parkway** (mile post 18.67 to 21.28),
  — from Old Samish Highway through Happy Valley to 33rd Street

Participants from each of these three communities were invited to form a core group. These core groups consisted of representatives of active community organizations and residents who worked together in public meetings to identify intrinsic qualities and management strategies for their respective communities.

Each of the three communities encompasses features and an experience of history distinct from the others. The Samish Farmlands showcase country-side working farms and active commerce as well as world-class migratory bird habitat and one of the first stream ecosystems to be fully restored for salmon habitat. Chuckanut Mountain draws hikers and camping enthusiasts for forest recreation and cilffside sea and island views. Historic Fairhaven Parkway winds past the Fairhaven National Historic District to connect with residential Happy Valley along Padden Creek.

Groups and individuals in each community worked together to identify unique qualities and features that form the identity of these special places to visitors and residents alike. In the following chapters, the intrinsic qualities of each of the three communities are identified based on the unique concerns and values of the three planning groups.

INTRINSIC QUALITY ASSESSMENT AND MANAGEMENT

CHUCKANUT DRIVE REGION

Chuckanut Drive is well known for the mountainside drive and its views of the islands and forested mountains, however this is not its only identity: the farmlands and the urban and residential sections each contribute a different mood and a different experience for the traveler. Few of the intrinsic qualities identified for each section are applicable to the entire drive as a whole. Below are listed some of the few qualities which do transcend the geographic section boundaries:

SCENIC *maintain and enhance views and access to historic structures, natural areas and the experience of recreational sites.*

- Support and strengthen the Chuckanut Corridor Community
- Foster a sense of identity and community among land owners along Chuckanut Drive

HISTORIC *preserve, enhance and increase awareness of the historical resources*

- Support the work of the Whatcom and Skagit Historical Museums
- Support the work of the volunteers of the Historical Societies
- Encourage formation of a CCC sub-committee dedicated to historical issues

RECREATION *enhance opportunities for residents and visitors to enjoy a variety of outdoor activities relevant to byway resources*

- Support cooperation among separate communities to establish public transportation links to trails and parks
- Support the establishment and construction of the Coast Millennium Trail

NATURAL *preserve and enhance wildlife and stream habitat and opportunities for residents and visitors to enjoy natural areas*

- Support stream restoration work for salmonids
- Support bird and wildlife habitat maintenance and enhancement

Water-based transportation has been the mainstay of the Chuckanut region for thousands of years. Black Ball ferry lines departed from Chuckanut Bay for half of the 20th century. Now the Alaska Ferry departs from Historic Fairhaven.

"Trumpeter swans breed in Alaska and come to Skagit Valley to winter. The farmlands are a virtual smorgasbord of food for the herd. There are up to 3,000 swans that come to Skagit Valley each year.

Trumper swans can live up to 20-30 years and mate for life. Their long graceful necks reachingforward in flight is a beautiful sight."

CULTURAL *preserve and enhance quality of life while accommodating transportation needs of the byway*

- Support the establishment of Chuckanut Drive as a state-designated rural touring bike route
- Explore possibilities for increasing the variety of non-motorized travel options along the byway
- Protect the existing residential quality of life
- Assist commercial establishments to meet customer needs without altering Chuckanut Drive character

ARCHEOLOGICAL *partner with appropriate Indian nations to preserve and protect sensitive areas and materials*

- Develop a Cultural Resources Inventory and Management Plan for the corridor resources

SAMISH FARMLANDS

HISTORY OF THE SAMISH FARMLANDS

The peaceful, bucolic countryside of the Samish Farmlands welcomes visitors traveling northward, providing open country-side views leading to the forested mountainside further north. For thousands of years, these were tidelands and estuaries of the rivers that meet the sea at Samish Bay. The lowlands from Bayview to Burlington were thickly covered with old growth mixed species and cedar forests interlaced with salmon streams that supported the prosperous Samish and Skagit cultures through the millennia. About 150 years ago, European immigrants invested in logging efforts to clear the old-growth forests and establish farms. Farmers modified the tideland estuaries by building dikes to protect fields from floods. Today farming remains the community's focus as it seeks to maintain a vital commercial economy in balance with the area's historical and natural riches.

HISTORIC ECHOES

To travel through the Samish Farmlands is to hear the echo of an earlier era. Some of the names of the once booming towns live on only in history: Belfast, Belleville, Brownsville, Fravel. Others retain a few historic buildings evocative of a more bustling time: Allen, Bow, Edison, Bayview. As the traveler passes through these quiet rural villages the historic buildings invite us to wonder what life was like here a hundred years ago.

To understand this earlier way of life, it is important to remember that the first "roads" here were "paved" with water. Rivers carried the prosperous commercial trade between the many cultures — both ancient and modern — throughout the Salish Sea and Puget Sound. In an era of canoes and steamboats, waterways provided the life blood of all the camps, towns and cities. The history of the Samish culture deserves its own volume, as does the recent recognition of the Samish Nation as a federally recognized Tribe. But it is important to remember that the Samish Farmlands community relied on and grew from the strong traditions of these native peoples.

EUROPEAN CONTACT

Blanket Bill Jarman, Whatcom County's first settler of European descent, knew the importance of interweaving cultures. Taken captive while filling water casks for the Hudson's Bay trading ship *Platypus*, he lived for two years as part of the Lummi Tribe. Ransomed in 1848 by a payment of 32 blankets, he was reluctant to leave the Lummi way of life, so he left the Hudson's Bay service and married Alice, a woman of the Clallam Tribe. Together they settled on 160 acres along the Samish

Whatcom Museum of History & Art, Bellingham, Wa.

Nick Schumaker's horses and hay rick in front of the granary at the Samish River near Edison, C. 1900.

Whatcom Museum of History & Art, Bellingham, Wa.

Skagit Valley and the Samish Flats formed some of the richest farmland in the region, protected by dikes from sea and river.

From the collection of the Whatcom Museum of History & Art, Bellingham, WA

Edison Shingle Mill

River in a place now known as Jarman Prairie. Alice farmed while Bill never stayed too long in one place, joining the California Gold Rush in 1849, returning to work at Fort Bellingham in 1857, and stringing line for the Telegraph in the 1860's.

The Gold Rush came to Whatcom in 1858 with discovery of gold on the Fraser River in Canada. In May, miners arrived by the thousands seeking an inland route north. But the Victoria government soon stopped leveeing fees on steamboats traveling up the Fraser and by September, the population of miners dropped from 10,000 to next to nothing. The pursuit of wealth continued to attract entrepreneurs in new ways, but they soon found that, in a sense, money grew on trees.

Henry Roeder was the first in the area to make his fortune from lumber. His sawmill began operations in 1853 and over the next decades, increasing numbers of loggers worked the forests to feed a growing number of lumber mills. By the time Skagit became a separate county from Whatcom in 1883, there were no fewer than eleven logging camps on the flats between Edison and Bayview. Each town had its sawmill or shingle mill and its colorful characters: "Shorty the Bear," "Jimmy the Louse," and "Coo Coo McGee" figure in local legend.

THE PIG WAR

Perhaps the most infamous historical character to live along Chuckanut Drive in Edison was Lyman Cutler, the man whose actions brought the U.S.A. to the brink of war with Great Britain, quaintly called "The Pig War." In 1859, Cutler shot a pig owned by the Hudson's Bay Company, a major British interest on San Juan Island. Cutler refused to pay the $100 damages set by the Resident Hudson's Bay Agent. Threats of arrest brought Captain Pickett who landed 461 troops of the U.S. Army. His Majesty's representatives at Victoria countered with a naval blockade of five British gun ships surrounding the island. War was avoided only on the involvement of President Buchanan and Admiral Haynes, his cool-headed military advisor who "scoffed at the idea of involving two great nations in war over an insignificant pig." Mr. Cutler retired to potato farming in Edison.

STUMPS AND SHINGLES

There were some enormous obstacles to farming in this lowland: stumps. Once the trees were felled and the logs floated down river to the mills, settlers earned title to land by farming it for a certain number of years. However, the remaining tree stumps made clearing the land difficult. The Allen Shingle Mill used the wood from the stumps to make cedar shingles, but for the farmer, burning was usually easier than transporting. The towering stump fires burned for weeks, and according to the Skagit Historical Society's book, *Chechacos All,* "an expert estimated that by 1900 more board feet of timber had been burned than had been harvested. "

By 1888, as the forests were being cleared and farms planted, recurring floods threatened crops from both the inland rivers and the sea storms. Nowadays, some researchers seem to have found that forested hillsides retain rainwater and help limit floods, but back in the 1800s, the logging operations were not seen as connected to the flooding. Farmers worked together to build dikes both along the rivers and along Samish Bay to protect their crops. Dikes are maintained to this day through the active management of Diking Districts, and the dikes continue to offer a sheltered habitat for raptors and migrating swans.

EQUALITY COLONY

Farming and logging provided a stable foundation for the development of the economy and the community. The Equality Colony was a unique example, established in 1897 near the town of Blanchard and based on cooperative principles espoused by Eugene Debs, socialists and the Brotherhood of the Cooperative Commonwealth. The 620 acre community included a sawmill, shingle mill, barns and cereal factory and flourished for about a decade, publishing its own newspaper and hosting weekly community dances, popular with the neighboring towns. The community declined after the death of community leader Ed Pelton in a logging accident in 1905, but the cooperative spirit lived on in the form of a communal farm operating in Blanchard up until the 1960's.

The original name for Blanchard was Fravel, named for John Fravel who headed the survey crew building the telegraph line which was to connect the U.S.A. to Russia, via Alaska. The telegraph project was cancelled when the Marconi cable successfully transmitted messages to Europe under the Atlantic Ocean, so Fravel settled at the base of the Chuckanut Mountains in 1871 to farm. Logging depended on railroads to transport products to inland markets and several railroad companies competed to be the first to build into remote areas.

RAILS AND ROADS

When the Great Northern Railroad purchased the tide-flats road connecting north to Bellingham, Blanchard was left with no road connections to the north. In 1912, the Stone and Webster company constructed the Interurban rail line between Bellingham and Mt. Vernon, with the intention to connect all major communities north and south of Seattle. The line ran parallel to shore on wooden pilings from Blanchard up to Clayton Bay where it continued on land. The pilings quickly became weakened by shipworm infestation and maintenance costs were high. The line ran until 1929 when changing regulations on financing contributed to the company going bankrupt.

In 1909, the Washington State legislature appropriated $25,000 to build Chuckanut Drive, specifying an unusual labor source: convicts. During 1910, two convict labor barracks were established for an average of 51 prisoner-laborers. One camp was called "Fravel" and was located just at the base of Blanchard Mountain, the other was located at Oyster Creek, now the site of one of Chuckanut's most

Whatcom Museum of History & Art, Bellingham, Wa.

The Equality Colony Farm at Blanchard was ideally situated for logging on the hills and farming on the flats near the estuary.

Whatcom Museum of History & Art, Bellingham, Wa.

Stump pile with land around it planted to oats. It is easy to forget that the Samish Farmlands were dense forests prior to 1850.

attractive inns. The guards with rifles monitored the workers over the approximately 200 days of labor. Cost of this section of the road compared favorably with contract prices, but due to unskilled labor, failures resulted in crumbling of dry-wall cribbing. Only five and a half miles were completed in this manner.

Samish Farmlands community balances commercial and farm transportation with recreational and natural beauty. The community works to increase awareness, support, and appreciation for contributions of the farm community and preserve and enhance natural habitats for migratory birds, salmon and estuarine species.

SAMISH FARMLANDS INTRINSIC QUALITY INVENTORY AND MANAGEMENT STRATEGIES

Note: For each of the six categories, identified intrinsic quality sites and features are noted as bulleted items. Listed beneath each site are action stategies or recommendations identified with an arrow (→).

SCENIC *maintain and enhance farmland and open-space views from the parkway and opportunities to view historic structures, streams and estuaries.*

- Farmland
  - → support viable commercial and family farms and the livelihood of small farmers
  - → establish and promote farmers' markets and festivals
  - → encourage attractive crop identifier signs oriented toward road travelers

- Open space
  - → preserve open space areas and view corridors
  - → discourage dense residential or commercial developments
  - → enhance viewing opportunities for creeks and estuary areas especially via linked walkways
  - → support planted stream buffers through farm areas, as appropriate to farm owners
  - → invest in greenway trails along streams and sloughs

- Farm structures
  - → *retain scenic historic barns and wooden fences*
  - → *encourage farm buildings which enhance scenic quality of drive*

- Migratory bird habitat
  - → increase local awareness of internationally known raptor viewing sites
  - → invest in safe, attractive viewing sites and facilities for Trumpeter Swan observation
  - → improve scenic enjoyment opportunities at Allen Recreation Fields

- Skagit Valley "Visitors Bureau"
  - → maintain separation between Chuckanut area and Tulip festival area
  - → consider transforming "Tulip Festival" organization to broader, year-around focus
  - → work with plan partners to develop appropriate visitor events which support existing local commercial enterprises without degrading residential quality of life
  - → ensure non-interference of tourist traffic with local and farm equipment, especially during Tulip Festival

HISTORIC *preserve, enhance and increase awareness of the historical resources of the small byway towns from Allen to Blanchard*

- Chuckanut Drive as Historic Road
  - → Preserve the narrow, older style of the drive
  - → Support measures which first address safety through driver enforcement and education rather than through roadway modernization or construction
  - → Discourage routing of automobile traffic through small residential roads

Develop and install interpretive sites and materials for the following:

- Equality Colony at Blanchard
- Farming
  - → explanation and history of diking and reclaimed land
  - → educational information about history of types of crops cultivated
  - → history of estuarian areas and transformation of rivers and sloughs
  - → identification and description of still-standing antique barns and structures

Swan arrival is almost front page news for the Bellingham Herald.

Skagit County Historical Museum

Gilmore Bros. Store as it faced the North Samish River in Edison, 1988. The Small Boat at the dock, owned by William Gilmore and operated by James Matthews, ferried passengers and freight from Samish Island. The sloop was owned by trader and hunter Harry Hopson.

- Allen shingle mill
  - → descriptive information about former towns which are no longer active

- Edison historic buildings
  - → signage, explanation
  - → visitor information locations

- Railroad history
- Edward R. Murrow's childhood home
- Logging camps
- Gold Rush of 1858

RECREATION *enhance opportunities for residents and visitors to enjoy a variety of outdoor activities connected to the rich byway resources*

- Hang-gliding
  - → support purchase of appropriate landing site area and access
  - → encourage cooperation between community groups and hang gliders to ensure residential privacy
  - → explore shared use of landing site with bird watchers and other sight-seeing
  - → consider formation of a formal organizational structure to oversee usage and maintain appropriate, safe and sustainable access to facilities

- Continuation of Interurban trail through to Samish flats
  - → continue to work with Puget Sound Energy to resolve easement, title, and right-of-way transfer to local jurisdictions in order to maintain and enhance trail
  - → research funding options and pursue grants for non-motorized trail options
  - → research and develop route options for trail, including PSE right-of-way, if applicable
  - → coordination with other projects
  - → support establishment of the Coast Millennium Trail

- Pacific Northwest Trail head
  - → establish a viewing area and trailhead interpretive center at the base of the Blanchard Bridge for residents, visitors and bird watching
  - → support innovations to allow non-car trail access and/or parking
  - → support establishment of public transportation or shuttle service to trailhead

Private property and dikes
- → work with Skagit County and land owners to resolve questions of access, privacy, and habitat preservation

Private duck hunting areas and leased lands
- → work toward cooperation among diverse interests to balance differing local needs

NATURAL *preserve and enhance wildlife and stream habitat and opportunities for residents and visitors to enjoy natural areas*

Colony creek estuary
- → restore the estuary and creek areas for habitat
- → increase public understanding of habitat through establishment of viewing site
- → support tributary creek restoration efforts for salmon runs

Bird watching
- → develop route maps, signs
- → work with Audubon Society to plan and build viewing turn-out sites
- → ensure that habitat preservation projects are founded on sound scientific analysis
- → increase awareness of driving safety procedures

Edison River restoration
- → support Edison Elementary School stream restoration & stewardship
- → invest in Edison stream greenway and interpretive trail

Samish River restoration

CULTURAL *preserve and enhance the farming and residential quality of life while accommodating the transportation needs of the byway.*

Farming
- → support farmland preservation through land purchases and conservation easements
- → work with Washington State University Extension to establish a system of crop identification signs along roadway

The McElroy Slough restoration will restore tidal interaction to the creeks. Recreating the natural conditions will increase salmon and wildlife habitat throughout the estuary area. The complete restoration of Colony Creek, Harrison Creek and McElroy Slough are projects of the Skagit Fisheries Enhancement Group in cooperation with the U.S. Fish and Wildlife Service. It may be the first fully restored estuary system in

Active Farming Communities provide the vital economic base for Samish Commerce.

- → support and enhance the annual Festival of Family Farms and the farm tour
- → ensure development and open space guidelines continue to safeguard family farms
- → ensure that road-side installations and guardrails do not interfere with transport of wide farm equipment

Merchants, commercial

- → support existing commercial establishments
- → ensurefuture commercial development retains and fits in with existing cultural values
- → support participant group goals supporting farms, including Skagit Land Trust and Skagitonians to Preserve Farmland

Skagit Valley festivals

- → work with plan partners to develop appropriate visitor events which support existing local commercial enterprises without degrading residential quality of life
- → ensure non-interference of tourist traffic with local and farm equipment, especially during Tulip Festival

Residential quality of life

- → partner with local agencies and state enforcement to develop neighborhood traffic safety strategies such as volunteer speed watch actions
- → strengthen the CCC to ensure that residential quality of life is maintained rather than degraded as visitor numbers increase

ARCHEOLOGICAL *partner with appropriate Native American nations, including the Samish Nation, to preserve and protect sensitive areas and materials*

- support Samish Nation anthropological research and educational actions for sites, events or materials within the Chuckanut Drive corridor
- ensure respectful treatment of materials at potential archeological sites throughout area
- develop a Cultural Resources Inventory and Management Plan for the corridor resources

CHUCKANUT MOUNTAINSIDE

HISTORY AND BACKGROUND OF CHUCKANUT MOUNTAINSIDE

Chuckanut Mountainside is home to the famous winding cliff-side views of the San Juan Islands glimmering in the coastal waters. These waters were traditionally called the Salish Sea: north of Puget Sound but south of the Strait of Georgia, and east of the Strait of Juan de Fuca. Chuckanut Bay's shellfish beds yielded harvests shared by several regional tribes over at least a 5,000 year history. Other types harvests began about 100 years ago with the immigration of European entrepreneurs who began logging, coal-mining, quarrying, and fishing on a large scale. Industry is no longer active along the cliff-side drive, it has now been replaced by a residential community intent on maintaining the natural scenery along the old-fashioned low-speed narrow road.

TECHNICAL DIFFICULTIES

Chuckanut Mountainside comprises some of the most difficult road-building terrain in the state. From a purely technical point of view, the sheer cliffside is a less-than-ideal location for a highway. Even more intriguing is the fact that thousands of dollars were invested in the creation of this road at a time in Washington's history when transportation by road was one of the least efficient methods of travel. For thousands of years, the many coastal cultures of the Salish Sea area developed and relied on water routes for extensive trade and communication routes. Boats provided a faster, more efficient and extensive method of transportation which the European immigrants emulated well into the 20th Century. Added to that the fact that railroad travel was well established, fast and affordable in the late 19th century, the question becomes quite intriguing: why was Chuckanut Drive built?

One reason to build Chuckanut Drive was the fact that the only road between Fairhaven and Blanchard, the Old Blanchard Road, had disappeared. In 1892, The Great Northern Railroad bought the public right of way and left the communities of Whatcom County without a land connection to its neighbor to the south, newly formed Skagit County. While the railroad connection was more comfortable than the tide flat road, the cavalier attitude of the railroad barons had begun to create hard feelings especially in rural areas resentful of the monopoly prices charged to carry products to market.

THE BICYCLE LOBBY

A second pressure to build Chuckanut Drive came from those wealthy enough to own their own wheels, a new fashion in transportation which became popular in the late 1890's and would change the face of the countryside: the bicycle. Both an immensely popular recreation as well as a useful form of transportation, "the wheel" became a fashionable pastime for those who could afford its $100 price.

Whatcom Museum of History & Art, Bellingham, Wa.

Before paving was complete in 1921, Chuckanut was a gravel road on the edge of the cliff. Natural vegetation is key to the scenic quality of Chuckanut. One community member describes the Madrona Evergreen: "The Madrona Tree is a rare and protected tree but is plentiful along Chuckanut Drive."

Chuckanut Drive may have been the first scenic byway in the country, designed for recreational excursions on bicycle or for "Sunday Drivers." Design speed of this winding road was about 20 mph.

> *"On August 31, 1912, the Bellingham/Mount Vernon Interurban line was formally dedicated."*
>
> *-- Francis Judd, Archivist*

Lack of smooth roads hampered bicycle mobility considerably. Early roads were rutted, muddy, often flooded, or were "corduroy" roads: an innovation consisting of logs laid side by side cross-wise to the direction of travel. To the jostled coach passenger, the choice between mud or corduroy may have held almost equal appeal. To the new class of wheelmen and women, with their pricey vehicles, neither type of road worked well.

But the key to making Chuckanut Drive a reality was Charles X. Larrabee. He and his industrial partner Cyrus Gates made their fortunes in Chuckanut Mountain mining and logging and they both appreciated the natural scenic beauty of the area. C. X. Larrabee, donor of the acreage for Washington's first State Park, is said to have envisioned the creation of a scenic roadway along Chuckanut Mountain as early as 1895. While actively pursuing funding from the Washington State Legislature, he and Gates partnered to survey the route, using long established mountainside footpaths as their basis. In 1909, the Legislature appropriated $25,000 and road construction was carried out by convict laborers in 1910. As noted, the terrain is difficult for road building: the entire expenditure resulted in only 4,000 ft. of completed roadway between Blanchard (then called Fravel) and Oyster Creek. It would not be until 1921 that paving of the road from Bellingham to Blanchard was completed.

Meanwhile, in 1912 the electric Interurban passenger train began service between Fairhaven, along Chuckanut Mountain and further south. The popularity of this fast and affordable train could not overcome the financial problems suffered by its parent company, Puget Sound and Electric. One difficulty arose from a change in accounting law which prevented electrical companies from using revenue from one business activity to subsidize another, which is what PS&E had counted on doing in order to keep the Interurban afloat. As federal subsidies for road building increased during that era, bus and automobile service became increasingly competitive and the Interurban folded in 1929.

INDUSTRIAL PAST

Chuckanut Mountain has been home to a wide variety of industrial enterprises over the last century including logging, mining, and ship building. Photographs from the 1930's show the mountain completely harvested and burned, but since then nature has replanted a forest. A thriving fish cannery, rock quarry, ferry port, school, and dance hall have all come and gone on Chuckanut Drive. The enterprises which remain flourish through appreciation of the same qualities which continue to attract residents and visitors from around the world: enjoyment of Chuckanut's quiet natural beauty. The following vision statement underscores that appreciation and guides planning and recommendations for this community:

Chuckanut Mountainside *retains the scenic quality of a narrow, winding historic road providing access to natural forest lands and scenic water views. Protecting fragile mountain ecosystems is the community's top priority as nature provides the essential foundation for the by-way's stellar scenery and the safety of visitors and residents alike.*

CHUCKANUT MOUNTAIN INTRINSIC QUALITY INVENTORY AND MANAGEMENT STRATEGIES

Note: For each of the six categories, identified intrinsic quality sites and features are noted as bulleted items. Listed beneath each site are action stategies or recommendations identified with an arrow (→).

SCENIC *preserve the forested, tree-lined byway and maintain island and water views.*

Chuckanut Village – Mud Bay area
- → establish view point and interpretive signs
- → clean up toxins to re-establish healthy shellfish beds
- → develop interpretive information to increase awareness of the significance of this area and the origin of the word "Chuckanut"

Governor's Point
- → encourage consistent regulatory enforcement for proposed developments
- → encourage public beach access
- → develop sustainable forestry recommendations to preserve scenic beauty and views
- → work with land owners to identify potential appropriate open spaces
- → work with governmental agencies and utilities to ensure that land is managed appropriatly to preserve scenic value
- → educate visitors and residents on vegetation management and its connection to causes and costs of mud slides

Inspiration Point
- → acquire site as park land
- → build a bicycle-pedestrian view-point (without car parking)
- → install interpretive sign panel describing history and view elements
- → develop an access method from established parking areas e.g. path and cross-walk

Since this 1920s era photograph was taken, Horseshoe Bend at Oyster Creek has now once again become a wooded area.

The first glimpse of the island coastline, coming south from Bellingham, is at Inspiration Point. Landslide damage closed the sitting area and cars are prohibited from parking at this site. However, sufficient space is available for a bicycle and hiking rest area at this historically significant point.

Residents enjoy bicycling along Chuckanut Drive for a recreational visit to Larrabee State Park. Some residents would like to celebrate Bicycle Sundays again as they did in the 1970s.

"In 1915, Mr. C. X. Larrabee donated 20 acres for a state park near the Skagit County line, our first Washington State Park."

-- Francis Judd, Archivist

Clayton Beach
- → improve and maintain trail to prevent mud and erosion
- → protect pedestrians crossing from parking area

Larrabee Park, Chuckanut Mountain
- → support recommendations of Chuckanut Mountain Trails Steering Committee
- → ensure adequate trail maintenance
- → promote non-car accessibility to trail-heads,
- → support frequent, reliable shuttle service for trail users from regional transportation hubs and centers such as Amtrak, Greyhound, in Bellingham and Mt. Vernon
- → consider parking solutions at crowded trail heads
- → create prevention plan to reduce damage due to increased visitors
- → support educational events to increase awareness of mountain ecosystem
- → support and encourage community nature awareness events
- → partner with educational groups such as North Cascades Institute

Talus Caves, Oyster Dome
- → promote these sites as viewing outlook points
- → promote name change for these sites in order to protect bats
- → create educational sites to protect bats & other species

Oyster Creek
- → protect salmon stream
- → educate visitors re: water quality and shellfish habitat
- → protect geologic fossils

Cliff views of San Juan Islands
- → develop strategies to address limited capacity at scenic turn-out areas,
- → emphasize methods which accommodate increased visitors without increasing car traffic
- → develop visitor accommodation methods other than increased parking
- → encourage vehicle size or height restrictions or guidelines to prevent collisions due to narrow road
- → work with agencies and organizations to establish on-going trash pick up and maintenance
- → increase quality and quantity of visitor education and information materials

- → maintain views through implementation of a vegetation management plan
- → eliminate trash and vehicle dumping over cliffs and at rest areas
- → develop long-term strategies and funding to clean-up and maintain cliff areas free of trash, human waste and abandoned vehicles

HISTORIC *preserve and enhance and increase awareness of historic structures, events, sites and people along the mountainside.*

Geologic History

- Plant and shellfish fossils
  - → develop interpretive sites and information about geologic history
  - → preserve and protect fossil sites from vandalism and souvenir "chipping"

Transportation history

Develop interpretive sites and information on the following topics:

- Great Northern Railroad
  - → history of purchase, routing Great Northern Rail line
  - → Great Northern Train Robbery
  - → 1925 train wreck
- Blackball Ferry
- Pleasant Bay war-time and winter-time harbor
  - → masted sailing ship fishing fleets
- Old Blanchard Road
- Convict-labor road workers
  - → site of prisoner camps at Oyster Creek and Fravel
- Interurban train
  - → Stone & Webster; Puget Sound & Electric
  - → install signs at former train station sites
- Federal Works Progress Administration (WPA) and Citizen Conservation Corps (CCC) projects
  - → maintain style integrity
  - → preserve historic design features while enhancing road safety
  - → assess safety standards for guardrails and roadway design for low speed road
  - → utilize alternative safety improvements specific to needs of Chuckanut Drive

Whatcom Museum of History & Art, Bellingham, Wa.

The Interurban Trolley, known to school children as the "Auntie Urban", was a favored mode of transport for young and old alike.

"The original timbered 'Hi-bridge' was 700 feet long and 130 feet above the creek. The highest sea-level point on the route, it was built with the labor of 150 men."

Picnic tables are amenities for motorized and non-motorized travelers.

Commercial History

Develop interpretive sites and information on the following topics:

- Old Brickyard
- Roeder-Roth Stone Quarry
- Logging Industry
  - → site marker for former chutes
  - → support preservation and publication of historic photographs including those of Galen Biery, Darius Kinsey and others
  - → interpretive and educational material about logging technology
  - → educational information about current DNR working forestry
- Oyster cultivation
  - → first commercial cultivation on Puget Sound

Community/Residential History

Develop interpretive sites and information on the following topics:

- Lummi, Nooksack, Samish nations activities, settlements and trade
- European immigration during fur trade, Gold Rush, logging
- Clayton Bay Trading Post
- Mudslides: 1925; 1934; 1990; etc.
  - → educate visitors and residents on land use effects, dangers
- Fragrance Lake Flood
- Prohibition Rum runners' landing
- Chuckanut Shell dance hall
- "Auntie" urban train
  - → colorful local characters
- Chuckanut Community and Firefighters' Association
  - → support historical and cultural projects of the Association
- Historical Roadway Design

RECREATION *support the variety of recreational activities while protecting natural areas and residential quality of life*

Arroyo park
- → define Arroyo section of Interurban trail as part of SR11 corridor
- → notate former interurban stops
- → support improved trail maintenance
- → support improvements related to the Coast Millennium Trail

Bicycling and hiking trails
- → work toward extending the Interurban trail south to Colony Creek and farmlands area
- → support the establishment and enhancement of the Pacific Northwest Trail and the work of the Association
- → encourage the development of a north-south connector along mountain ridge area
- → improve stewardship and maintenance methods to reduce impact on over-used trail heads
- → improve quality of trail-head signage
- → encourage improved non-car transportation access to trails or parking
- → improve facilities for bicycle parking at trail heads
- → support establishment of Coast Millennium Trail

Larrabee park
- → support State Parks Dept. to maintain and enhance recreational access and events
- → support and enhance sites and opportunities for hiking, mountain biking, beach access
- → work with State Parks Commission and BNSF to establish and maintain pedestrian railroad crossings at Teddy Bear, Clayton, and Dog Fish beaches
- → work with WSDOT to establish safe crosswalks at trails such as Fragrance, Oyster, Clayton, etc.

Mountain Biking
- → encourage responsible trail use and maintenance
- → support the trail maintenance and construction work of volunteer organizations such as the Whatcom Independent Mountain Pedalers
- → work toward establishment of appropriate formalized trail system access on Galbraith and neighboring mountains in the Chuckanuts

The Interurban Trail runs parallel to Chuckanut Drive for about 5 miles, providing a safe walking and bicycling route for residents and

Recreational trails connect to Chuckanut Drive and the Interurban Trail. Arroyo Park and Connelly Creek Trail are popular mountain biking, horseback riding, and commuting routes.

Trails that cross roadways need appropriate signage both for motorized and non-motorized users.

Camping
- → recommend advisory signs for size limitations of camper-vehicles on drive
- → develop transportation options for camping access without automobiles
- → develop shuttle service from regional transportation hubs to parks and recreation sites

Horse riding
- → support appropriate horse trail riding
- → increase awareness of trail maintenance and etiquette among user groups
- → support recommendations of Chuckanut Mountain Trails Steering Committee

Chuckanut Drive
- → develop improved bicycling lanes
- → improve signage and motorist awareness of bicyclists, pedestrians esp. at corners
- → improve safe areas for walking and crossing roadway
- → improve speed limit enforcement to slow down vehicle speeds
- → develop strategies to reduce noise from speeding cars & motorcyclists esp. at night
- → increase awareness of travel-trailer size hazards especially near mile post 9 - 15
- → signage re: safe vehicle size, alternative access modes
- → develop and promote multiple mode trail users guidelines

Samish Pkwy Intersection
- → improve lane striping to increase awareness by cars of cyclists turning
- → improved signage directing bicyclists to Interurban trail
- → improved cross-walk, pedestrian guidance to trail, parks

Hang Gliding
- → support on-going cooperation with Washington Department of Natural Resources
- → encourage formation of site stewards for jump-off points and access trails
- → provide opportunities for resident dialogue with recreational users

Kayaking, canoeing, wind surfing
- → maintain and enhance recreational access to sea and beach areas
- → work to establish appropriate access at Dog Fish Point for wind surfing

NATURAL *preserve and protect the natural ecosystems and biodiversity of this unique sea-side mountain forest*

Healthy Forest ecosystems

- Native plants, biodiversity
  - → promote awareness of plant and animal species
  - → retain remaining old growth trees
  - → create vegetation management plan to promote native species and eradicate exotics
  - → remove invasive species such as Scots Broom, Ivy, and Himalayan Blackberry
  - → develop branch pruning methods to avoid branch shattering, preserve tree health
  - → develop a vegetation management plan to preserve tree growth while preserving views
  - → protect old growth trees in right of way from illegal cutting
  - → support the work of plan partners and community members in maintaining healthy forest ecosystems
  - → develop strategies and support efforts to resolve differences in forest management approaches among plan partners, community members, and land owners

- Wildlife biodiversity
  - → support WWU biological studies of Chuckanut mountain ecosystem
  - → maintain biodiversity of ecosystems in the Chuckanut Mountain area
  - → encourage update of Whatcom County Sub Area plan for Chuckanut area
  - → support study of habitat and population levels of identified native species
  - → discourage habitat degradation through development
  - → educate residents about development links to mudslides

- bird habitat
  - → promote awareness of wide variety of bird species present
  - → implement recommendations in sub-area plan

- geologic formations
  - → preserve and protect geologic fossils
  - → encourage research and education about Chuckanut Mountain's unique characteristic as a part of the forested Cascade Mountains meeting the straits sea

"The coastline along Chuckanut Drive provides important roosting trees for bald eagles. The nesting pair that for years used a nest on Chuckanut Island have now started using a nest on Clark's Point."

-- Lois Garlick

Views from the Chuckanut Mountainside: forest, seascape, and sometimes-cloudy sky.

Island views enhance elegant dining. Shared parking use of the bicycle lane has been accepted practice for some time.

Stream ecosystems

- salmon habitat
  - → restore and maintain salmon streams
  - → assist in funding partner stream restoration work
- maintain riparian plant life for stream health and slope stability
  - → prevent sedimentation of streams
  - → promote awareness of preventable erosion causes
  - → protect and improve water quality
- amend sub-area plan to include recently listed endangered species

Near-shore habitats

- shellfish habitat
  - → promote awareness of water quality effects on shellfish
  - → install toilet facilities at trail heads and scenic turn-outs
- bird habitat
  - → support projects of Audubon International
- marine mammal migratory and habitat studies
  - → support marine ecosystem health
  - → increase awareness of marine mammal migratory patterns
  - → protect marine mammals from habitat and pollution threats

CULTURAL *preserve and enhance residential quality of life, contemporary Native American cultures, the quality of existing commercial establishments and an enjoyable visitor experience.*

- Burlington Northern Santa Fe Rail line
  - → include Amtrak passenger rail line within defined SR11 CMP Corridor
  - → improve rail crossing safety for trail and publicly owned rights-of-way
  - → explore innovative local rail service options such as short-line shuttle service from Larrabee Park to Fairhaven Station
  - → promote awareness of passenger rail scenic travel
  - → develop cooperative working relationship with Burlington Northern and Amtrak

- Interurban trail
  - → support community partner events such as annual running events
  - → limit car use of trail as driveway
  - → develop advisory guidelines to limit vehicular size and access via trail, as appropriate

- → install interpretive signs along trail at former station stops
- → install directional signage at cross-roads and trails
- → include Interurban Trail in definition of SR11 CMP Corridor
- → extend Interurban Trail south; develop separate trail connection for trail users from Larrabee Park to Blanchard

Oyster cultivation, Taylor Shellfish
- → increase awareness of shellfish industry current & historical
- → increase protection for water quality
- → support water quality protection work of Puget Soundkeepers' and partners

Bicycle Sundays
- → encourage re-instatement of bicycle-only times on Chuckanut Drive
- → coordinate with merchants, residents to develop effective policies and approaches
- → install signage to inform cyclists and hikers of trail location and access points
- → support development and maintenance of Coast Millennium Trail

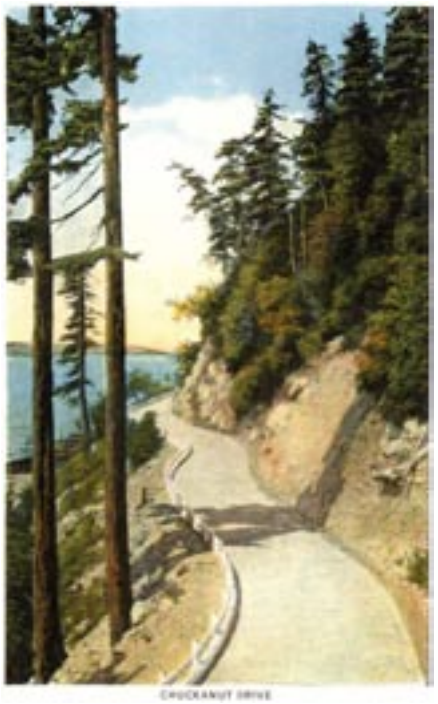
Forestry
- → increase awareness of logging methods and areas
- → work with private landowners to encourage environmental logging guidelines

Natural Resource managed lands
- → work toward resolution of differences between byway partners and agencies regarding designation of Blanchard Mountain forest lands
- → develop educational opportunities for public appreciation of DNR land management

Restaurants
- → support continued operation of existing restaurants
- → develop appropriate transportation access to mitigate parking on drive
- → work with restaurants to develop transportation options which increase clientele without increasing traffic congestion
- → work with restaurants to increase safety of clients walking on Drive at night

Commercial traffic
- → Encourage enforcement of truck size/weight restrictions
- → discourage use of road for commercial and commuter traffic

Fairhaven Park trails connect to Chuckanut Mountain trails in state and county parks. The Chuckanut Mountain Trails Plan designates some trails specifically for horseback riding.



A classic Chuckanut view from a scenic postcard series published in the 1920s. The distinctive white posted fence framed a nice seaside view. Some of the posts were still in place along the roadside in 1997, but were removed due to state engineering standards for higher speed highways.

- → promote awareness among commuters of scenic, low-speed character of road
- → consider innovative road-sharing approaches such as toll collection during peak use periods, one-way car travel, sight-seeing vans, resident shuttle service, or others
- → partner with local agencies and state enforcement to develop neighborhood traffic safety strategies such as volunteer speed watch actions

Roadway Maintenance

- → evaluate land use decisions as they effect roadway maintenance costs
- → consider innovative methods to reduce long term roadway repair costs
- → create awareness of links between roadway maintenance costs and upland forestry and development actions
- → resolve bicycle safety areas at curves and narrow roadways

ARCHEOLOGICAL *partner with appropriate Native American nations to preserve and protect sensitive areas and materials*

Archeological management strategies, subject to tribal participation and approval:

Lummi, Samish, Nooksack & Semiahmoo Nations at Chuckanut Bay

- → develop a full Cultural Resource Management Plan for the corridor area
- → support area tribes' goals for preservation of sites and education actions
- → support Anthropological studies of area
- → increase awareness of area's approx.8,000 year history of human habitation
- → increase awareness of regional tribal relationships, trade and geographical extent
- → develop educational materials re: shared shellfish beds in bay

Lummi burial site(s)

- → support increased understanding of tribal significance of Chuckanut Island
- → support archeological research of Governor's Point

Chuckanut Bay interpretive site

- → support development of appropriate protection actions for ancient shell middens
- → interpretive materials explaining origin of name "Chuckanut"

National Scenic Byway Designation

- → support pursuit of "Archeological" designation for SR11

HISTORIC FAIRHAVEN PARKWAY

HISTORY OF FAIRHAVEN AND THE PARKWAY COMMUNITY

Fairhaven merchants and residents take pride in the antique elegance of this historic town and seek to preserve the beauty of the buildings and the natural ecosystems which guide the visitor along the winding park-like greenway of the valley, connecting to the mountain drive to the south.

It's estimated that Fairhaven's welcoming bay has been home to prosperous fishing cultures for at least 5,000 years. According to Dan Harris, Fairhaven's somewhat infamous founder, the Chinook jargon name for the bay was "*Seeseelichum*" meaning "safe harbor," a name he easily translated to "Fairhaven."

PADDEN POTATOES

Padden Creek winds down to the bay, leading from a fertile valley where ancient tribes cultivated potatoes in Happy Valley's rich soil for thousands of years. About 150 years ago, the natural richness of the area drew industrial investment to Fairhaven, creating a wealthy port and industrial center that was home to the world's largest salmon cannery, profitable logging and coal mining businesses. Remnants of the fortunes made in those years are visible in the elegant old buildings of the Fairhaven National Historic District.

The community called Historic Fairhaven Parkway, for the purposes of this plan, extends from milepost 18.67 to milepost 21.28 along State Route 11. The original parkway encompasses a smaller section, connecting only between the Fairhaven Historic District and Interstate 5, However, because the concerns and geographic features of the area are intertwined with those of Fairhaven and Happy Valley, this plan includes in the parkway community a section of Chuckanut Drive beginning just south of Fairhaven at Old Samish Highway.

RAILROAD TERMINAL FEVER

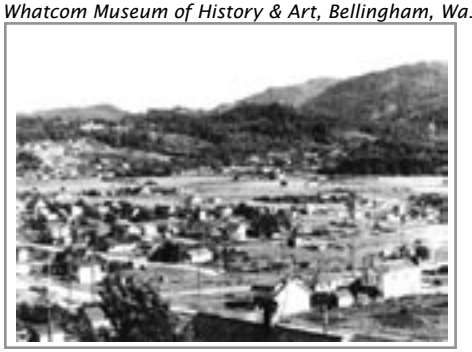
Historic Fairhaven Parkway follows the route of the former Fairhaven and Southern Railway, built in 1888 under the supervision of J. J. Donovan, for whom Donovan Avenue was named. A portion of the railway right of way became Interstate 5 many years later, following the former railway line past Lake Samish and down into Skagit Valley.

Whatcom Museum of History & Art, Bellingham, Wa.

Happy Valley Trolley line connected residents and farms to downtown Fairhaven.

Cobblestones and ornate lamp posts emphasize the historic feel of Fairhaven.

Whatcom Museum of History & Art, Bellingham, Wa.



Farming in Happy Valley is an important historical cultural value for the Historic Fairhaven Parkway. Prior to european immigration, Samish or Lummi peoples farmed this fertile Padden Creek valley for several

The colorful history of Fairhaven intertwines with the history of Happy Valley. In the 1880's, speculators bought up land in and around both communities during the feverish competition when communities vied to become the northern terminus for the cross-country railroad. In preparation for the expected population influx and prosperity, Padden Creek winding through Happy Valley was re-routed into a half-mile long brick tunnel underground. Construction of large and elegant buildings continued feverishly into the 1890's. The balancing act between growth and preservation has continued ever since.

Depletions of fish runs and a slowing of the logging and mining industries caused a downturn in the Fairhaven economy during the middle part of the 20th century. With the establishment of Fairhaven College in 1972 the economy began to improve. The college's innovative curriculum design attracted free thinking students whose bohemian style continues to define Fairhaven's distinctive culture today.

HAPPY VALLEY NEIGHBORHOOD

Happy Valley is an active residential community along Historic Fairhaven Parkway which works hard to maintain a family oriented residential quality of life while balancing the needs of the neighboring university and its growing student population. A key challenge for the community continues to include balancing the essential transportation requirements of Historic Fairhaven Parkway for trucks, busses and high-volume car traffic needing access to the waterfront while preserving and enhancing the residential and scenic qualities of the Happy Valley neighborhood.

The following vision statement outlines the key concerns and desires which guides planning for the Historic Fairhaven Parkway community:

Historic Fairhaven Parkway *provides residents and visitors with a landscaped greenway whose historic parks, natural habitats, and attractive buildings enhance a walkable neighborhood community and create an inviting gateway to the Fairhaven historic and commercial district.*

HISTORIC FAIRHAVEN PARKWAY INTRINSIC QUALITY INVENTORY AND MANAGEMENT STRATEGIES

Note: For each of the six categories, identified intrinsic quality sites and features are noted as bulleted items. Listed beneath each site are action stategies or recommendations identified with an arrow (→).

SCENIC: *maintain and enhance green space and tree-lined view from the parkway and opportunities to view historic areas and buildings.*

- Fairhaven Parkway
  - → retain and enhance the scenic greenway landscaping
  - → encourage installation of planted median on Parkway from I-5 to Donovan
- Padden Creek
  - → maintain and enhance creek-side walking trails, where appropriate
- Interurban trail
  - → improve visitor awareness of trail
  - → encourage non-car access to trail head
- Fairhaven Park
  - → enhance park trail information
  - → promote visitor awareness of park opportunities
  - → increase non-car access to park
- Rose Garden
  - → encourage appropriate re-planting of garden to retain scenic beauty
- Padden Creek
  - → construct overview facility at 12th St. bridge

HISTORIC: *preserve and enhance and increase awareness of the rich historical resources of both Happy Valley and Fairhaven*

- Fairhaven Historic district/buildings
  - → enhance interpretive signage for visitors
  - → support development of historic walking tour materials
  - → support restoration and preservation of historic buildings, such as Carnegie Library
  - → support research and education about Chinese local cultural history
  - → celebrate architectural heritage including razed treasures such as Fairhaven Hotel

This sketch represents the vision of community members who hope that the parkway will eventually have a planted median that encourages slower speeds than the current wide high-way-like roadway design.

Happy Valley Neighborhood surrounds Historic Fairhaven Parkway, formerly called "Valley Parkway." Greenery and views of the surrounding wooded hills are important to the neighborhood's sense of place.

Travelers are welcomed to the Historic Fairhaven section of Chuckanut Drive by the distinctive, historic appearance of buildings and decorations, such as this decorative lamp pillar.

Trails and access to natural areas are important to Chuckanut Community members. Padden Creek trail reminds residents about the importance of healthy salmon streams to our heritage and our

- Historic Parks and Trails
  - → improve awareness, preservation of Olmstead-designed Fairhaven Park
  - → support park preservation and enhancement
  - → increase awareness of historic role of Interurban rail and trestle
  - → fund research and education efforts by Whatcom Museum for Parkway area
- Historic information at visitor center
  - → redevelop a portion of former supermarket as visitor and information kiosk
- Gateway to Historic Fairhaven
  - → improve visibility of pillar and plaque at 14th street
- Intersection with 12th Street: Historic theme
  - → support application of design guidelines to development adjacent to Historic Fairhaven Parkway near 12th Street
  - → encourage appropriate building design to enhance historic gateway
  - → retain historic look of 12th Street bridge: lights, railing
  - → modify signage to improve sight lines, design visibility
- Happy Valley Neighborhood History
  - → facilitate installation of interpretive sites for historical events and areas in Happy Valley trolley line
  - → identify, preserve and celebrate historic buildings and heritage trees
  - → increase awareness of farming tradition, other historical features
  - → coordinate historic walking tour materials with Fairhaven
  - → develop a full Cultural Resource Management Plan

RECREATION *preserve and enhance opportunities for residents and visitors to enjoy the trails, parks, creeks and other byway recreation resources*

- Interurban trail
  - → facilitate continued use and enhancement for hiking, cycling
  - → support and coordinate with Coast Millennium Trail
  - → trail maintenance especially at Arroyo
  - → ncrease trail direction signs on Chuckanut Mountain
  - → research, design, identify, install
- Salmon festival
  - → support creation of annual event
- International Youth Hostel
  - → support and coordinate recreation events for travelers

- Ski to Sea festival in Fairhaven
- Connelly Creek park trail
- Padden Creek trail
- Fairhaven Park
  - → support recreational opportunities
- Bike lane
  - → incorporate, create, and improve bike-lanes;
  - → consider converting ditches to culverts to create sidewalks or bicycle space
  - → create additional bikes lane space south of 12th St.
- Public over-look site for Chuckanut Bay

NATURAL: *preserve and enhance natural ecosystems through greenways, parks and stream restoration.*

- Padden Creek: Salmon spawning
  - → resolve fish passage issue at 21st Street
  - → uncover Padden Creek, remove tunnel and open creek from 17th St. to 24th St.
  - → create attractive stream-side walking paths under parkway with bridges
  - → support salmon habitat restoration efforts and increase salmon run capacity
  - → actively promote culvert removal under parkway
  - → install a trail between Padden Creek and Fairhaven Park
  - → continue to partner with schools and university for water and biological monitoring
- Annual Salmon festival
  - → educate and involve visitors and residents in natural habitat preservation, enhancement
  - → support visitor enjoyment of viable salmon stream
  - → develop awareness of ecosystem importance of salmon
  - → partner with and support the work of partner organizations
- Connelly Creek Park
  - → remove perched culvert and other salmon barriers
  - → retain and improve wildlife corridor qualities
  - → preserve trail system connecting to Fairhaven Parkway
- Fairhaven Park
  - → retain and improve wildlife corridor qualities
  - → preserve large trees and green space

Stately Fairhaven Park entrance leads visitors to the Olmstead-designed park. An amenity for the neighborhood children and retirement community, access to the park by sidewalk is urgently needed.

Padden Creek Bridge with graceful arching baluster rail and sentinel lamp post. The bridge overlooks an active salmon spawning creek and trail area.

The annual Ski to Sea festival transforms Historic Fairhaven with crowds and celebration for a whole weekend in late May.

Create natural gateway to Fairhaven
- → retain green "views" from parkway
- → emphasize greenway corridor with formal tree plantings
- → install street-trees along parkway
- → landscape with native plants

CULTURAL: *preserve and enhance the residential quality of life while accommodating the transportation needs of the parkway.*

Historic Fairhaven Parkway landscape design
- → identify with distinctive sign, gateway
- → create a sense of transition from Happy Valley neighborhood to Historic district
- → information center(s), gateway(s) with visitor information about: Alaska ferry, Amtrak Cascades, mountains, San Juan Islands, and other attractions
- → incorporate a landscaped median along center of parkway

Safety & Visual enhancement of Parkway
- → clear, attractive signs directions to ferry, town, park, Chuckanut mountain
- → enforce slower speeds through roadway re-design features to slow traffic
- → improve safety of pedestrian crossings on parkway
- → facilitate visitors traveling by foot, bicycle or bus

Happy Valley Neighborhood
- → support the establishment and operation of the community center
- → improve safety by maintaining and expanding sidewalks
- → support Happy Valley cultural events
- → support efforts to acknowledge local farming traditions like Joe's Gardens
- → partner with retirement homes along parkway
- → support development of walkways and trails separate from traffic

Fairhaven Park
- → install pedestrian walkways from Viewcrest Road area to Fairhaven Park and Fairhaven School, especially from Willow Road to Hawthorn Road, for children, elderly, residents, and visitors
- → construct and extend sidewalks from Samish Highway to Viewcrest Road
- → form partnerships with schools

- Ski to Sea Festival
  - → capitalize on high volume of visitors to increase awareness of neighborhood events in Happy Valley such as Salmon Festival
- Commercial, institutional and large private land-owners
  - → establish working relationships with property owners to develop mutually agreeable design concepts
  - → enhance landscape quality to accentuate by-way identity
  - → preserve Happy Valley neighborhood residential character from incompatible institutional expansions
  - → protect parkway area from future increased stormwater and flood dangers
- Padden Creek Salmon festival
  - → create autumn event for visitors, residents
  - → return Padden Creek to a daylight, remove creek from tunnel
  - → support schools' use of creek in natural science curriculum
  - → encourage mutually beneficial cooperation with Lummi Nation
- Transportation industry
  - → maintain function as commercial highway connector to I-5
  - → support bus, train and shipping freight via byway to bay
  - → support re-establishment of trolley line to Happy Valley
- Chuckanut brick and sandstone buildings
  - → support restoration of Whatcom area buildings constructed from former Chuckanut brick factory bricks and/or quarry stone

Nooksack Salmon Enhancement Association and the Padden Creek Alliance have worked hard to restore Padden Creek to daylight from its century-old, half-mile long tunnel. When complete, the urban creek will be a beautiful educational and natural attraction, the focus of an annual "Padden Creek Salmon

ARCHEOLOGY: *establish mutually beneficial working relationships with local Lummi and Samish Nations to ensure the preservation of archeological resources.*

- Cultural Resource Management Plan
  - → develop a Cultural Resource Management Plan for the area
- Ancient Indian potato farming in Happy Valley
  - → support archaeological research and preservation
  - → increase awareness of ancient cultures
  - → support educational opportunities
- Ancient Indian fishing site, Fairhaven
  - → support archaeological research, preservation and education
- Archaeological designation of byway
  - → pursue archeology designation for byway

Reprinted with permission from the Skagit County Historical Museum

Townspeople in front of Gilmore Bros. Mercantile store in Edison, around 1909. May Gilmore, Proprietor.

SECTION II: VISITOR AND COMMERCE

MARKETING NARRATIVE

The beauty of Chuckanut Drive and its intricate story attract people from all over the world. Some have fallen in love with the scenery and have chosen to stay here, others were born here and will raise their families here as generations have before. Of course, the very qualities which attract people to settle here, continue to attract more and more visitors each years. And sometimes the residents' wish to preserve their quality of life comes into conflict with the ways that visitors enjoy the area.

This marketing chapter explores whether and in what ways increased numbers of visitors might be accommodated without negatively affecting residential quality of life. In general, residents expressed the desire to reduce the number of visitors or limit them to roughly current levels. Most commercial establishments along the byway seem to be interested in maintaining visitors at current levels or possibly increasing the number, but even this group reiterated that the first priority is to maintain the historic character and scenic quality of the byway corridor.

Realistically, the next few decades are likely to see an increase in visitor numbers, simply due to population trends, however with appropriate planning, this increase can be designed to benefit rather than inconvenience the community. The goal of this marketing plan is to maximize the benefits to the corridor community which will result from accommodating visitors. At the same time, strategies will be developed to minimize any potential for damage to the endearing qualities of Chuckanut Drive.

A key distinction emerged in the community discussions: the difference between planning for more *visitors* versus planning for more *cars.* Roadway planning has tended to emphasize the personal automobile in the past few decades, but this corridor plan can focus on the quality of the experience to the *visitor* instead or in addition to the current car focus. Community concerns dictate consideration of the strategies which incorporate such a distinction.

Quaint Fairhaven shops evoke the Victorian era, earning National Historic District status for

CHUCKANUT COMMUNITIES

Recreational and scenic enjoyment opportunities are plentiful along State Highway 11- Chuckanut Drive. Many recommendations have been made to improve the visitor experience. The challenge faced when developing a marketing plan for a scenic drive is to balance the different needs and interests of the three community groups the along the corridor:

Nestled in the open vistas of the Samish Farmlands, the rural village of Edison wants to remain a small cluster of shops with a homey feel.

- the residents
- the businesses deriving their livelihood from visitors
- and visitors themselves

Marketing efforts must seek creative solutions to issues such as increased traffic, safety, litter and vandalism, such that all three groups benefit.

The Bellingham/Whatcom County Convention and Visitors Bureau (CVB) has identified the route as one of the top ten attractions of Whatcom County. Chuckanut Drive will continue to be a feature that attracts visitors, just as it has throughout its 80-year history. Marketing of this route reflects the fact that this fragile, cliff-side roadway through forest and park lands requires that special attention be paid to environmental issues in order to ensure that a high quality visitor experience can be maintained well into the future.

MARKETING METHODS

With these issues in mind, the following marketing recommendations are made in order to both promote and preserve a quality visitor experience to visitors from around the world . The Bellingham/Whatcom County Convention and Visitors Bureau will be the lead agency for such initiatives.

1. Work with residents and community groups to develop agreement on strategies that address and counteract the negative effects of tourism. Resolve differing viewpoints between residents and the CVB about the extent of promotional exposure appropriate for Chuckanut Drive.

2. Research and analyze the appropriate target market populations for visitors and potential visitors to this route. Identify appropriate communications methods to reach this market sector. Work with the Chuckanut Community to identify specific, measurable objectives and current benchmark data in order to measure the effectiveness of marketing strategies and related efforts.

3. Consider focusing advertising and the marketing of the route on visitors that meet the following profile characteristics:

   - respect the environment
   - utilize transportation other than the private car
   - have the financial capacity to support quality visitor experiences

Target publications whose readers represent appropriate target audiences. Media through which to reach these audiences include:

- travel magazines like *AAA Journey*, *Sunset,* or *Conde Naste Traveler*
- cyclist clubs
- hiking clubs
- outdoor activities groups' respective publications
- classic or antique automobile clubs
- internet sites and links
- cable television
- seniors of target household income levels

4. Work with the Chuckanut Merchants Association to develop quality marketing publications and materials that are distributed to targeted audiences.

5. Support the establishment of a Skagit County Convention and Visitors' Bureau or equivalent organization. Work with the Chuckanut Drive Community members, the Skagit Chamber of Commerce and the Tulip Festival Organization to determine appropriate ways for visitors to other Skagit areas to visit Chuckanut Drive.

6. Support and encourage the marketing work of the Chuckanut Merchants Association through links to and maintenance of accurate, up-to-date internet web pages and other mutually beneficial outreach opportunities.

7. Work with the Chuckanut Drive community to resolve differences of opinion regarding the appropriateness of marketing Chuckanut Drive as a premiere commercial advertising and film production location in order to increase national and international awareness of the scenic qualities of the area. If community members agree, steps to further this marketing work could include:

   - direct marketing to production companies
   - marketing contacts at L.A. Locations Expo trade show

8. Make direct solicitations to select associations and organizations to utilize the route for appropriate activities such as the League of American Bicyclists rally of August, 2000. Additional examples include:
   - national and international running organizations
   - specialty passenger train excursion organizations
   - hang-gliding events
   - bird watching or counting events

Advertising signs promote byway businesses.

Chuckanut Drive merchants publish a guide brochure to advertise businesses along the byway. Its interesting historical notes and attractive design make it appealing to everyone.

9. Organize familiarization tours for travel writers to highlight the route and its many attractions. Use the services of a professional, travel-oriented public relations firm to assist in these efforts. Work with travel professionals to build on the themes developed in the Corridor Management Plan to focus on newsworthy activities such as:
   - local volunteer initiatives to maintain trails
   - history of the route
   - new facilities
   - salmon enhancement efforts
   - other themes and attractions supported in the CMP

10. Evaluate and report the results of all marketing efforts as part of the planning and implementation. Develop a means to track inquiries, visits, film production spending and news stories and effects on residential quality of life through methods such as:
    - clipping services
    - surveys of businesses
    - surveys of attractions regarding business trends
    - on-line promotions
    - data-generating advertisement promotions (e.g., coupons)
    - data analysis
    - analyze Vancouver film industry opportunities

    Utilize evaluation data to develop long-term strategies to meet the CMP goals for economic, cultural, and other enhancements.

11. Develop a byway theme emphasizing eco-tourism, nature and outdoor recreation opportunities. Develop transportation and guided-tour options which meet the needs of visitors while reducing traffic congestion.

12. Secure adequate funding to develop and implement these and other appropriate marketing initiatives.

CHUCKANUT VISTAS

Currently, the byway's most prominent attraction is the scenic mountainside drive and its forested trails and parks. Marketing materials should emphasize the features and communities which connect the two ends of Chuckanut Drive to Interstate 5 in the north and south:

- Samish Farmlands area leading up to the mountain
- Historic Fairhaven Parkway area to the north

Byway tour materials which enhance visitor awareness of the historical, cultural and natural features which exist in the areas other than the mountainside will increase the likelihood that recreational visitors will expand their activities and their stay.

Potential marketing steps:

1. Theme, Logo, signage
2. Interpretive map and brochure(s)
3. Regional publicity media, Rack card
4. Website
5. Tour-vans with guided tour – live or taped
6. Pedestrian/bicycle byway event(s)
7. National and international publicity
8. Travel agency publicity
9. Evaluation

Active travel is an important tourism market. Chuckanut Drive is home to the annual Mt. Baker Bicycle Club Chuckanut Century ride and the Skagit Spring Classic.

THE HERITAGE TOURISM MARKET

Chuckanut Drive is ideally positioned to take advantage of a rapidly growing travel market sector identified as "Heritage Tourism." Recent trends show that travelers are less interested in a passive experience of scenery safely ensconced behind a camera lens or a steering wheel. Instead, they seek meaning, enrichment and learning from their travel experiences. Travelers increasingly choose to take the time to experience their surroundings through outdoor activities, historical or educational tours or volunteer work holidays.

Heritage tourists are characterized as follows:

- Well-educated, professional, young. Heritage and culture are an integral part of their everyday lives
- Members of the "new middle class," entrepreneurs, people employed in the arts

Whatcom Museum of History & Art, Bellingham, Wa.

Equality Colony Lumber Mill workers pose for a photograph.

- Perceive a strong, direct personal link to specific heritage sites or destinations through friends, relatives, ancestors
- Value authenticity and a return to traditional social values; not interested in "mass tourism" destinations
- Special interest travelers, e.g., birders, equestrians, anthropologists, nostalgia-seekers, outdoor recreation enthusiasts, adventure or eco-travelers
- Families, reunion or interest groups, or school children

The economic benefits of heritage travelers is greater than that of other travel market segments, due to the fact that heritage visitors tend to stay longer and spend more.

Fortunately, Chuckanut Drive is rich in exactly the types of features which attract the heritage traveler. Historic sites, outdoor recreation opportunities, stream restoration activities, and naturalist education events all are well represented in the Chuckanut corridor but are currently not well marketed outside the immediate area. Services peripheral to these attractions, such as restaurants, shops and accommodations, are necessary to ensure longer stays and a variety of experiences for visitors. The sophisticated educational level of these travelers requires particular attention to selling the unique aspects of the sites.

TRENDS IN THE TRAVEL INDUSTRY

As tourism interest shifts to a more intensive experience of a travel destination, tour operators have begun to re-orient their itineraries to cater to special interest travel groups. Tour groups now tend to be smaller and focus on a variety of experiences in a specific area or region. Chuckanut Drive is ideally positioned to benefit from the tighter focus and longer visitor stays by developing clustered activity packages which appeal to these more active travelers. With appropriate marketing, sample tour packages could be created based entirely on existing activities of local organizations such as:

- nature walks and watercolor workshop (North Cascades Institute)
- stream restoration and salmon lifecycle educational activity (Nooksack or Skagit Salmon Enhancement Association)
- bike, hike or kayak recreational activity (Larrabee State Park)
- historical tour (Whatcom Museum or Skagit Historical Society)
- Coast Millennium Trail
- Greenways trail restoration work parties

Smaller groups traveling in smaller vans rather than large tour busses are an ideal solution for Chuckanut Drive's narrow roadway and limited traffic capacity. Developing an appropriate marketing

plan offers tremendous opportunities. By providing sample itineraries, packages, story ideas and contact names to travel retailers, the Chuckanut community can identify unique tour packages which meet the needs of residents, commercial firms and the visitors.

PROMOTIONAL STRATEGIES: CONCLUSION

Community members in the planning process have repeatedly voiced concern and a strong desire to avoid increased automobile traffic. There is a danger that promotion of Chuckanut Drive as a destination tourist route will result in larger numbers of visitors and car traffic. While these visitors will bring increased economic revenue for byway commercial establishments, everyone agrees that it is of primary importance to maintain the current quality of life and quality of experience which distinguishes Chuckanut Drive.

Resolving divergent views about whether and how to welcome travelers and visitors should be the first step toward effective marketing of the byway.

As discussed earlier, planning for *people,* rather than cars, may be a helpful tool for resolving strategy differences. Innovative approaches to transportation which encourage enjoyment of the byway without a car should be considered, including:

- small, specialized vans offering scenic and informational guided tours
- transportation to and from trailheads for hiker and recreational users
- increased public transportation options along the byway
- periodic walking and bicycling events, closing the byway to cars
- short-distance passenger train “shuttle” use of existing railroad

Abandoned wooden pilings are reminders of earlier development in wetlands. To preserve wildlife and stream habitate, wetlands are now protected from some types of development.

Park trails offer a chance to experience natural plants. CCC member Aimee Treban describes her love of native plants: "The stinging nettle is a plant most modern folk find repellent, and yet many past and present depend on the nettle for year-round vitality. Northwest coast tribes cooked and ate the young leaves and stems as 'Indian Spinach.' The fibrous full-grown plant stalks were important for weaving fish nets and snares. Harvesting the stinging stems and leaves with gloves, many contemporary people hang nettles to dry and make a dark green mineral-rich tea. This tea warms and nourishes and links its local harvesters to the Chuckanut plant world. That plant world also includes the tenacious ancient horsetail, the sword-fern, salal, oregon grape, the seasonally changing big leaf maple and the alder, and, especially, the grace and

INTERPRETATION PLAN

VALUE OF INTERPRETIVE SITES

The richness of cultural qualities and experiences offered to the Chuckanut Drive visitor are considerably diminished when interpretive materials are absent. Few visitors or residents know, for example, of the many historically unique aspects of the roadway and the way that history has shaped our current culture. Without interpretive materials, the visitor's experience is restricted to the scenic and transportation aspects of the road, missing a broader and deeper enjoyment.

Opportunities for interpretive information have been identified by community members throughout the planning process and are tabulated in the accompanying database (see appendix 2). Most sites along Chuckanut cannot be simply categorized because the intrinsic qualities at each site overlap each other. For example, the Colony Creek estuary area and Chuckanut Bay both exhibit all six intrinsic qualities in one location: scenic, natural, recreation, history, archaeology, and culture. The wealth of opportunities for interpretive information requires judicious selection and design strategies in order not to overwhelm the visitor.

Because the corridor community has repeatedly identified a desire to keep vehicle traffic at more or less its current level, this plan recommends that interpretive materials be developed which encourage transportation modes that will not add to vehicle traffic.

<u>Recommendation:</u> that interpretive materials be designed differently to be accessible and useful to these different types of travelers.

This plan identifies three potential travel-mode user groups for which distinct interpretive approaches could be directed:

1. hiker, resident, pedestrian, bicyclist
2. shuttle-van, guided tour van, railroad passenger
3. private automobile

The interpretive suggestions in this plan must be considered a starting point rather than a completion, since the work of identifying, researching and documenting the many interpretive sites deserves much additional detailed work.

<u>Recommendation:</u> a continuing task to supplement and enhance the current knowledge of Chuckanut interpretive sites.

Hiker/Bicyclist/Resident/Pedestrian

Interpretive materials could have the following characteristics:

- sites with interpretive panels should be at frequent intervals offering rest or views
- sites should be smaller scale and less expensive to develop than those oriented toward cars
- an element of surprise, discovery or artistry should be encouraged in order to take advantage of the visitor's increased interaction with surroundings

Guided Tour Van/Shuttle Van/Railroad passenger

Interpretive materials oriented toward these visitors could exhibit the following characteristics:

- audio and video tape guided tour travelogues which take advantage of the fact that the visitor's attention is not directed at driving
- illustrated tour guide booklets expanding on interpretive site information offered at roadside signs or pull-off areas
- tastefully designed marketing materials or souvenirs suitable for purchase, harmonious with the Chuckanut Drive character
- a few scenic rest areas at 2 to 5 mile increments accommodating cars and van-sized vehicles, possibly discouraging travel-trailer and recreation-vehicle use

It should be remembered that a significant proportion of the visitors accessing these interpretive materials will be traveling via shuttle vans from sites such as Larrabee State Park or Skagit County train or bus stations on their way to recreational trails, beaches, and parks.

Private Automobile

Interpretive materials for this group should be designed with the following characteristics:

- map-based, illustrated brochure with brief interpretive descriptions to direct motorists to signed sites
- interpretive panels at selected road-side parking areas highlighting key features and intrinsic qualities
- information about additional interpretive sites accessible to non-motorist visitors
- driving orientation information to increase safety awareness among drivers on the narrow portions of the road, especially regarding non-motorized sharing of roadway

"In 1928, Bellingham Yacht Club located on Chuckanut Bay with a 135-foot dock and locker shed."

-- Francis Judd, Archivist

Intrinsic qualities in Colony Creek Estuary area encompass all six of the inventoried qualities in one location!

PROPOSED INTERPRETIVE SITES

The below table outlines a suggested series of potential interpretive signage topics, which could be developed as frequently as one-half-mile increments along the corridor. This table is presented as a sample rather than a final recommendation.

Recommendation: Prior to installing a complete signage system, a comprehensive cultural resources inventory and detailed interpretation plan should be completed.

Whatcom Museum of History & Art, Bellingham,

The former Equality Colony Mill at Blanchard was eventually operated by Bloedel-Donovan Logging Company, 1924.

Potential Interpretive Sites Table

Potential Interpretive Sites Table

Milepost	Topic	Proposed information	Existing facilities
0.0	**Gateway Kiosk**	• Complete roadway overview • Information, maps, displays • Welcome to Samish Farmlands • General cultural introduction	Washington State Patrol office
0.5	**Geologic history**	• Geology, fossils, land forms • River and sea formations • Samish and Skagit cultures	
1.0	**Forests**	• Old photos of Forests before logging, • Farms • Stumps and shingle mills • History prior to diking	
1.5	**Blanket Bill & Alice**	• Story of Blanket Bill Jarman • Jarman Prairie	Jeffcott, P.R.; *Nooksack Tales and Trails*
2.0	**Allen Shingle Mill**	• History of Allen, and Avon • Shingle weavers and stump farms	Jordan, Ray; *Yarns of the Skagit Country*
2.5	**Pig War**	• Story of the Pig War • Site of Lyman Cutler house	Jordan, Ray; *Yarns of the Skagit Country*

Milepost	Topic	Proposed information	Existing facilities
3.0	**Samish River**	• Salmon and regional significance • Native plantings and of buffers • River as transportation • Definition of slough • Transformation of river for logging	
3.5	**Gold Rush era**	• Routes to the Fraser Gold Fields	(Allen Recreation Fields, Park)
4.0	**Chinook jargon**	• Tribal nations' trading history • Sample words, • Theory of origin (Chinook/ Makah)	www.adisoft-inc.com /chinookbook *Chinook Jargon The Hidden Language of the Pacific Northwest* by Jim Holton
4.5	**Farming history**	• Types of crops (e.g., ginseng, goldenseal) • Soil quality • Importance of agricultural lands • Schedule of farm year	
5.0	**Current Samish Culture**	• Map of original native nations • Process of identity reclamation, re-establishment of sovereignty • History	Chuck Luckman Map
5.5	**Telegraph to Russia**	• John Fravel and the project to connect USA to Europe via Russia, • Connection to Seward purchase of Alaska, Marconi	
6.0	**Railroad history**	• Lost towns of Belleville, Brownsville, Avon, and others	

McElroy Slough Restoration Volunteers: Heritage tourists increasingly seek interactive vacations where learning and activity are more important than passive sight-seeing. Salmon stream restoration may provide an enjoyable outdoor experience for visitors as well

Fairhaven National Historic District was built in the horse and buggy

Milepost	Topic	Proposed information	Existing facilities
6.5	**Edison Slough**	• Riding logs down the slough • Symbiosis of Native and European cultures • Intermarriage	
7.0	**Migratory bird habitat**	• Trumpeter Swans • Raptors • Flyway maps, unique area	Cascade Audubon Society
7.5	**Tulip Festival**	• Description, directions to tulip fields	
8.0	**Equality Colony**	• Eugene Debs • Story of cooperative settlement	
8.5	**Blanchard Bridge**	• Colony creek restoration • Estuary information • Salmon group and efforts • Overlook of stream • Spawning calendar	
9.0	**Convict labor Barracks**	• History of building Chuckanut Drive	
9.5	**Taylor Shellfish**	• History of shellfish harvests, • Origin of Chuckanut name,	Oystering Video
10	**Great Northern Railway**	• Purchase of Old Blanchard Road on tide flats • Pilings for Interurban	
10.5	**Blanchard Mountain;**	• DNR working forest lands; recreation access; • Island panoramic views	
11	**Oyster Creek**	• 1925 concrete bridge, • convict labor construction camp, • Oyster creek trail	

Milepost	Topic	Proposed information	Existing facilities
11.5	**Bicycling History**	• "Old Dave" Civil War Veteran • Bicyclist influence in road history	
12	**Geologic history**	• Cascade area uniqueness • Cascade connection to Sound	Interpretive panel on roadside pull-out
12.5	**Archaeology**	• Description of Samish Nation current and historical • Lummi Nation current and historic use	
13	**1915 Train Robbery**		Whatcom Museum of History, Jeff Jewel
13.5	**Seawood Interurban stop**	• Larrabee Summer home, • Earliest oyster cultivation on Sound	
14	**Blackball Ferry**	• Black Ball Ferry Line; • Yacht Club	
14.5	**Clayton Bay**	• Interurban Train and Trail, • history of Clayton trading post	Larrabee State Park camping, parking, signs, restrooms
15	**Governor's Point**	• Rum runners' landing, • Boy's Club 1913, • WPA Rock Quarry	
15.5	**Logging Chutes**	• 1925 Interurban Train Wreck, • Fragrance Creek flood, • 1926 potato train wreck	
16	**Finn Beach**	• Interurban Grandview Station	
16.5	**Commercial history**	• Sailing ship builder, • Camp Perfection, • Astoria Cannery and School, • Interurban station Sockeye	
17	**Chuckanut Island**	• Indian burial site	

"In 1935, the Chuckanut landing saw expansion with the addition of a ferry slip built by Manson Construction. On June 14, 1935 'Black Ball' offered ferry service from Chuckanut Bay to Obstruction Pass, Orcas Island."

"1027 Chuckanut Drive...is the oldest standing home, built in 1885."

-- Francis Judd, Archivist

Milepost	Topic	Proposed information	Existing facilities
17.5	**Roeder/Roth Quarry**	• Brick Yard, • Teddy Bear Beach, • 1934 mud slide (Hoosier House)	
18	**Inspiration Point**	• Trestle bridge 1895?	
18.5	**Chuckanut Bay**	• Origin of Chuckanut name, • Archeological history of shellfish bay	
19	**Old Samish Parkway**	• Chuckanut Creek, • Arroyo Park, • Interurban station Highbridge	
19.5	**Fairhaven Park**	• Padden Creek, • Trails	visitor parking and meeting rooms, restrooms, picnic, recreation areas
20	**Historic Fairhaven**	• National Historic District, • Alaska Ferry Terminal • Amtrak station • Ski to Sea Festival	historic district markers
20.5	**Happy Valley Neighborhood**	• Padden Creek Greenway; • Salmon festival; • School science projects centering on creek and habitat;	Padden Creek salmon information panels
21	**Connelly Creek Park**	• Gateway visitor center	
21.28	**Gateway sign**		Park and ride lot

Fairhaven historic district #42

VISITOR EXPERIENCE DESCRIPTION

WHAT THE VISITOR SEES TODAY

The typical visitor to Chuckanut Drive approaches from the south on Interstate 5 heading north from the Seattle metropolitan area. A green highway sign indicates the intersection with Chuckanut Drive, also identified as SR11. The historic or scenic qualities of the drive are not currently indicated by signage along I-5.

From the elevated vantage point on the bridge over I-5, the traveler can see the Samish Farmlands stretching ahead and the silhouette of the Chuckanut Mountains in the distance. The northbound automobile traveler begins the journey along SR11 by crossing a short bridge over I-5 at the northern edge of the City of Burlington. Bicycle travelers often begin their ride at the Recreation Fields at Burlington High School, approximately ¼ mile south of I-5/SR11 junction, where parking and daytime toilet facilities are available.

Samish Bay tide flats are home to one of the oldest commercial oyster harvesting businesses in the state. Railroad travelers, included in the Chuckanut Drive corridor, have a close-up seaside view.

SAMISH FARMLANDS

As the traveler descends the bridge, the open grassy yard of the Washington State Patrol office stretches to the right. This is an ideal location for traveler information and a gateway sign.

Recommendation: the Washington State Patrol yard could offer a welcoming and orienting opportunity for visitors to the scenic byway.

An open farmland vista surrounds the traveler along the byway for the next two miles with no scenic turn-outs or interpretive opportunities currently in place. Commercial establishments and buildings are located close to the roadway at some points and commercial vehicles rely on this portion of the byway for business purposes.

The Allen Recreation Fields are located at the intersection of Sam Bell Road and Avon Allen Roads, just west of the byway. Signs along the byway signal the traveler's approach to a County Park, picturing a tree and a picnic table. These signs are helpful and give ample advance notice of the park, however they are somewhat misleading because the park has neither trees nor picnic tables.

Rural village shops serve residents, visitors and school children.

Additional signage at the park should be added to identify the privately owned gravel parking lot which appears just prior to the Recreation Fields and prevent visitors from mistaking it for the park entrance.

Recommendation: Additional signs directing visitors to the park would be appropriate, once additional visitor amenities and events become established at the park.

A privately-owned event advertising sign-board on a lot neighboring the Recreational Fields displays notification of up-coming events to the community and could be repaired or improved to offer more information to byway visitors as well.

The byway has consistent though narrow bicycle lane shoulders throughout this section except for intermittent points. Such a point is the bridge passing over Samish River north of Avon Allen Road. The roadway narrows at the bridge to a width which accommodates no shoulder. A narrow wood-planked walkway is available to pedestrians on the east side of the bridge.

Farmlands: The traveler proceeds through farmlands for about three miles before reaching a rural village at the intersection of Bow Hill Road. The road is very straight through this section, curving slightly just at the entrance to this rural village. The two-lane road is in generally good condition and shoulders on both sides maintain a width of about 4 feet. Drainage ditches run immediately adjacent to the road shoulder through the farmland area, generally without guard rails. The traveler enjoys scenery of the open space farmland with the silhouettes of the San Juan Islands looming in the west, while the Chuckanut range lies directly north. The view across the cropland relies on the fact that there are relatively few buildings. Adding to the attractive scenery are the older style of buildings and houses. Five large old wooden barns can be seen from the byway between milepost 1 and 8.

Restaurants: The traveler first encounters a small grocery store and café at the intersection of Cook Road at the small town of Allen. Recreation fields and the Fire Station are located less than one mile further along. At the Bow Hill Road intersection (approximately milepost 6), the traveler finds a small commercial center along the byway including:

- Rhododendron Café
- Rhody, too
- Bonner's Antique store
- Market and gas station
- Historic Bow Post Office

Rural Village: The Skagit County Comprehensive Plan identifies Bow as a Rural Village with specific development guidelines to maintain both the commercial services of the center and the older-style

farm-centered feel of the village.

Recommendation: Maintain the Rural Village designation with the possible inclusion of some development of Bed and Breakfast type accommodations or other visitor-oriented, low-impact businesses in existing historic buildings.

The two restaurants in Bow are well known and cater to clientele from the Seattle and Vancouver, British Columbia., urban areas, travelers and local residents. A privately maintained portable chemical toilet is available for visitor use located near the roadway at the commercial center. Currently there are no historic markers or interpretive signs at this area.

Bird Watching: The traveler proceeding north from Bow passes by expansive open farm land with views of Samish Bay and the San Juan Islands becoming visible toward the west at approximately mile post 8. This area is an internationally known bird watching area well known for its migratory habitat for trumpeter swans and raptors. The narrow road shoulders which double as bike lanes offer a small place for ornithologists to stop and view the rare birds, however, safety is an issue. The traveler continuing north encounters the Karma tea house and a retail garden supply company and nursery at approximately mile post 9, just prior to the town of Blanchard and the Colony Creek Bridge.

The rich history of the town of Blanchard, its current culture, and the scenic, natural, and recreational resources of the estuary nearby combine with archeological potential to make this point a particularly valuable opportunity for interpretive materials, of which there are currently none.

Recommendation: Develop interpretive materials for the Colony Creek estuary and Blanchard area.

The Amtrak passenger rail line joins Chuckanut Drive at this point, giving rail-traveling visitors one of the best views of the estuary area and adding the romance of rail travel to the visitor experience.

Traversing the bridge by automobile is currently safer than walking across the bridge, as there are no shoulders or sidewalks. However, the view from the bridge of the estuary and creek and mountainside as well as toward the farmlands is spectacular but inaccessible to all travelers, as currently designed. The retrofit plan for the bridge rail will obscure what little view there is for the car traveler and the new rail will take up potential walkway space at the edge of the road.

Recommendation: build on the opportunity for a visitor feature and view site, by making the bridge view accessible to pedestrians and safer for bicyclists.

Historic Bridge: The bridge design itself represents a cultural and historic resource for many of

Joe Meche, North Cascades Audubon Society

Bird watching is one of the most popular pastimes in the country. Samish Farmlands offer several popular viewing sites.

Sidney Atkins, Photographer

Amtrak Cascades rail travelers get a better view of the estuary and the coast than roadway travelers do. Historically, railway lines were built close to waterways to take advantage of the access to shipping terminals and the low elevation

the byway community members. The bridge symbolically creates the transition point between the Samish Farmlands and the Chuckanut Mountain communities.

Samish Farmlands Public Facilities Inventory

The following chart identifies the facilities available to visitors (by milepost) for the Samish Farmlands section of Chuckanut Drive:

Facility	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9.5
Public Toilets:	(Burlington School)		Portable				Portable		
Public information or exhibits:									
Pull-off or parking area:	WSP, Burlington School		Allen Field				Commercial		
View area/site:	Farms	Farms	Farms	Farms	Farms	Farms	Historic	wildlife	Birds, salmon
Existing signs or gateway:				"Meadow-larks"				E. R. Morrow	
Commercial services:			Grocery	Farm stands		Farm stands	Restaurant, grocery, shop		Tea house, garden
Recreational area:	Burlington School		Allen field					Dike-top trail	Dike-top trail
Trails								Proposed Edison trail	Estuary area
Wildlife enhancement:	Joe Leary Slough			Samish River			Edison Slough		Colony Estuary
Utilities, Railroad:	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	PSE, Amtrak	PSE, Amtrak	PSE , Amtrak
Automobile Maintenance:	Burlington						Gasoline		
Children's activities	Burlington School		Allen Fields						
Law enforcement	State Patrol								

CHUCKANUT MOUNTAIN

Chuckanut Manor restaurant greets Chuckanut Drive travelers as they enter the Chuckanut Mountain section after crossing the Colony Creek Bridge. A wide, easily accessible parking area offers an opportunity for stopping and purchasing lunch or dinner with a view of Samish Bay and the San Juan Islands. There are no public restrooms. An unmarked trail leads to the bay for public access to shellfish and the beach.

Recommendation: develop opportunity for historic and recreational interpretation markers here.

Island Views: From this point the traveler ascends along a cliff-like winding road with narrow shoulders and sharp drop-offs. Views of the sea and islands are intermittent as the traveler continues from about milepost 10 to milepost 16. As noted in the Roadway Review chapter, several roadside pull-off areas exist throughout this section. Because of the many sharp curves, the first time visitor is not generally able to anticipate the pull-off areas in sufficient time to reduce speed, signal and turn off the roadway. The attraction of the water view creates an incentive for the visitor to cross the on-coming traffic lane (heading north) to access the west-side scenic pull-out areas.

Recommendation: Create a more comfortable and safe experience for visitors by developing a signage or map system incorporating advance notice of pull-out area locations.

Restaurants: The Oyster Bar Restaurant offers fine dining with a particularly spectacular island view at sunset. Parking is accommodated on a slightly wider roadway next to the restaurant.

The Oyster Creek Inn, perched over the cascading Oyster Creek, offers fine dining and overnight accommodations. The approach to the Inn is enhanced by the graceful design of the 1920s era bridge which bends in a complete "horseshoe" turn. Visitors traveling by private car may park at the paved area in front of the restaurant or on the shoulder of the highway. Capacity for restaurant patron parking is sometimes reduced by the additional use of shoulder parking for access to recreational trails. Taylor Shellfish Farm is a popular commercial destination whose access drive is also located at Oyster Creek.

Trailheads, Public restrooms, parking and interpretive materials are located at the Clayton Beach trailhead, at about milepost 14. Trash receptacles are not offered at any of the view turn-outs prior to that point. Visitors may notice the results of this omission as they stop along this section.

A separated, safe travel route for bicyclists and pedestrians begins at approximately milepost 14 where the Interurban Trail ascends from Clayton Bay and parallels Chuckanut Drive for the balance of its course north. The Interurban Trail surface provides access to state and county park trailheads and park facilities along the route.

Rest areas with a view attract sightseers and, unfortunately, trash. Currently no trash collection is offered at Chuckanut Drive rest areas.

Blanchard Chapel and the Community Club Hall reflect the community spirit of historic

Chuckanut Merchants' Association puts a priority on preserving the qualities which draw visitors to this beautiful and natural area.

Visitors to Larrabee State Park have access to parking facilities, recreation vehicle accommodations, tent camp grounds, picnic areas, beach access, hiking trails and interpretive sites. Proceeding north from Larrabee State Park, Chuckanut Drive becomes a residential area more closely settled than areas to the south. The roadway shoulder widens and offers some small space to pull off for emergencies. Some residents utilize the shoulder for guest parking.

Visitors traveling from the north toward the south experience their first view of the sea and islands at Inspiration Point. Historically, the point was designed with a sitting area, a lamp post and a small pull-out area. Currently, the area is unmarked and has experienced some landslide damage such that the sitting area is blocked with concrete jersey barriers. Emergency flashing lights warn travelers of the sharp curve and the need to reduce speed. No parking signs are posted next to Inspiration Point to prevent visitors from stopping to enjoy the view.

Recommendation: Create an access plan for a bicycle/pedestrian view point at Inspiration point in order to utilize the existing historic structure without adding the danger of parked cars.

North Chuckanut Mountain Trailhead offers parking and chemical toilet facilities at about milepost 18. While no interpretive signs are currently displayed at the trailhead, several historic Chuckanut Bay area sites detailed in the Intrinsic Qualities Inventory could be noted here.

Blanchard bridge panorama view at Colony Creek estuary

Chuckanut Mountain Public Facilities Inventory

The following chart identifies the facilities available to visitors by milepost for the Chuckanut Mountain section of Chuckanut Drive:

Facility	9.5-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18.67
Public Toilets:			Taylor Shellfish		Portable, seasonal	Park	Clayton Vault		Portable
Public information/ exhibits:	Taylor shellfish?		Taylor Shellfish	Interp. Panel		Interp. Panels	Park Info.		
Pull-off or parking area:	Restaurant	View	View, trail, restaurant	view	view	View	Park		Trail head
View area/site:	Sea	Sea	Island, Sea	Sea	Sea	Sea, forest	Forest	Sea	Sea, forest
Existing signs or gateway:						Trailhead, Park	Park		Trailhead
Commercial services:	Restaurant, shellfish	Restaurants	Taylor Shellfish						
Recreational area:	Trailhead	Trailhead	Parkland	Parkland	Parkland	Trailhead	Trailhead	Parkland	Trailhead
Trails	Various	Various	Various	Various	Various	Various	Various	Various	Various
Wildlife enhancement:	Colony	Oyster cr.				Gov. pt.	Fragrance creek		Chuckanut creek
Utilities, Railroad:	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak, (PSE)	Amtrak, (PSE)	Amtrak, (PSE)
Automobile Maintenance:									
Children's activities						State Park			
Law enforcement									

The shallow bay at Chuckanut Village was the site of shellfish gathering shared for thousands of years by Samish, Lummi and Nooksack tribes. It was from this site that the name "Chuckanut" originated.

HISTORIC FAIRHAVEN PARKWAY

At the intersection of Old Samish Parkway and Chuckanut Drive, the visitor transitions from Chuckanut Mountain to the Historic Fairhaven Parkway section of Chuckanut Drive. The road remains within Bellingham City limits for the balance of its distance. Residential settlement becomes more dense and the urban area offers more commercial variety as the road continues north.

Chuckanut Gallery is the first commercial site in this section and its accessible parking area and gateway location create an opportunity for a possible visitor stopping point. The access road for public recreation area at Chuckanut Bay intersects at the Gallery driveway. Since 1997, Chuckanut Bay has been posted by the Whatcom County Health Department as hazardous for shellfish collection. No additional interpretive signage explains the archeological and historic significance of this area. Present at the bay is a small, unpaved parking area without toilet or other visitor facilities.

Recreational areas, children's play areas, picnic facilities, meeting pavilions, parking areas, tennis courts, trails and restrooms are offered at Fairhaven Park. Travelers arriving by foot or bicycle can reach the park from the Interurban trail, via connecting trails along Padden Creek. International Youth Hostels operates accommodations at the park.

The Fairhaven National Historic District is located at the corner where Chuckanut Drive becomes Fairhaven Parkway. Public restrooms are available at an existing gas station and at the Bellingham Cruise Terminal, Amtrak and Greyhound station. Restaurants, galleries, interpretive trail markers, bookstores, and other services actively cater to the tourist and visitor market.

Historic Fairhaven Parkway continues east along Padden Creek, rejoining the Interurban Trail at approximately milepost 20. Parking and portable chemical toilets are available at the Padden Creek/ Interurban trailhead. Bicycle lanes and sidewalks supplement a variety of trails through some public lands along the parkway.

Visitors beginning their journey from the north can utilize the park-and-ride lot at the intersection with Interstate Highway 5, leaving motor vehicles and continuing by bicycle, bus or foot. Currently, no interpretive sites are marked at the gateway or park-and-ride lot area.

Historic Fairhaven Parkway Public Facilities Inventory

The following chart identifies the facilities available to visitors by mile post for the Historic Fairhaven Parkway section of Chuckanut Drive:

Facility	18.67-19	19-19.5	19.5 – 20	20-20.5	20.5-21	21 – 21.28
Public Toilets:		Park		Portable		
Public information/ exhibits:			Historic marker	Padden creek info?		
Pull-off or parking area:	Gallery	Park	Park, school	Trailhead		commercial
View area/site:	Bay	Forest	Park	Historic	Parkway	
Existing signs or gateway:		Park	Park,	Historic marker		I-5 exit ramp
Commercial services:	Gallery		Various			Various
Recreational area:	Chuckanut Bay	Park	Rose Park	Padden Creek	Interurban	Connelly Cr.
Trails	Interurban	Park trails		Padden trail	Interurban trailhead	Connelly Cr. Trail
Wildlife enhancement:	Chuckanut shellfish	Padden Creek	Padden Creek	Padden Creek	Padden/ Connelly	Padden/ Connelly
Utilities, Railroad, Transit:	Amtrak, PSE	Amtrak, PSE	Amtrak, PSE	PSE, WTA, Greyhound	PSE, WTA, Greyhound	WTA, Greyhound
Automobile Maintenance:			Gasoline			Gasoline
Children's activities		Park				
Law enforcement			Police office (ferry)			

As the Parkway nears the Fairhaven National Historic District, commercial establishments emphasize a walkable design, which the byway community highly endorses.

The open spaces of the plowed fields provide important resting habitat for a wide variety of migrating birds. "The coastline along Chuckanut Drive provides important roosting trees for bald eagles. The nesting pair that for years used to nest on Chuckanut Island have now started using a nest on Clarke's Point. In July, 1999, residents overlooking Chuckanut Bay witnessed a bald eagle coming close to shore with something large in its talons. He landed short of a rock, floundered, and eventually sank out of sight.

COMMERCE AND SAFETY PLAN

Commerce is dependent on good transportation, and on good, safe design. Especially in a special place like Chuckanut, transportation takes on additional community dimensions. The qualities which contribute to the success of current commercial ventures along the drive – such as Taylor Shellfish or The Rhododendron Café – are qualities which would be harmed by highway widening or increases in car speeds. Because of these intricate connections, it is important to discuss commerce in the same chapter with safety.

The CCC feels strongly that we can protect the economic viability of Chuckanut Drive while balancing the needs of safety and good design. If we do so, we can continue to generate the resources needed to protect and enhance the intrinsic qualities which make Chuckanut special.

COMMERCIAL AREAS

The following areas of commercial activity currently exist along Chuckanut Drive. Each of these commercial zones has unique qualities, consequently, planning recommendations should be tailored accordingly.

- Mile post 1-6, 7-9: Farming and farm-related industry (food shipping, processing,live stock)
- Mile post 6-7: Rural village Edison, shops, restaurant, bed & breakfast accommodation. Limited business growth permitted through zoning.
- Mile post 9-10: Landscape supply, tea house, restaurant
- Mile post 10.5: Oyster Bar restaurant
- Mile post 11: Oyster Creek Inn restaurant and hotel
- Mile post 18.7: Chuckanut Bay Gallery
- Mile post 19.5 – 20: Urban commercial, various services
- Mile post 21-21.28: Grocery, gasoline

CONSUMER SERVICES

Consumers are identified as visitors, residents, or business owners along the route. Their needs overlap and vary somewhat and can be summarized as follows:

Some consumer needs overlap between groups, for example, all three consumer groups utilize restaurant services. As in other aspects of the plan, each of the byway community groups will have different consumer needs.

Visitors	Residents	Business owners
Accommodations	Groceries, supplies	Transportation access for goods
Restaurants	Services	Commercial Services
Information	Commercial centers	Customer access
Recreation	Schools	Publicity, visibility
Events, attractions	Community events	Employee services

Quaint cafe and gift shops in Edison near Edison Creek.

Samish Farmlands: Residents and business owners expressed general contentment with the level of services and goods currently available along the route. Business owners, specifically farm-related businesses, emphasized the need for transportation access via the byway for equipment and vehicles during spring and autumn seasons.

Particular conflicts occur during the tulip festival when visitor numbers are high at the same season that farm vehicle use of the roadway is urgent. Residents and business owners want to continue to access goods and services in nearby urban centers such as Burlington or Mt. Vernon in order to maintain the farmland and open space of the current configuration of the Samish Farmlands.

Chuckanut Mountain: Services such as those in the chart above and goods along the mountainside stretch of Chuckanut Drive are particularly sparse, however residents and business owners expressed contentment with the level of services as they currently stand. One possible exception to this is the State Park area. Residents and visitors equally noted the desirability of a small grocery store near the State Park in order to reduce the demand for car trips to town by campers and vacationers staying in the park during the summer. Residents, too, noted that they would use the services of a local grocery store for similar reasons.

Because the Interurban Trail connects to the state park area from residential areas north of it, residents felt they would access the grocery via trail, again reducing need for car trips. There was not

complete agreement, however, about the need for or the benefit of such a retail establishment.

Recommendation Study further the benefits and costs of establishing a grocery facility near the state park, including alternatives to a retail establishment at this location.

Alternatives such as a regular grocery delivery system or a visiting grocery truck could meet visitor and resident needs without additional infrastructure.

Historic Fairhaven Parkway skirts the Fairhaven National Historic District where outdoor cinema shows in the park are a feature of summer entertainment.

Historic Fairhaven Parkway: Services and goods are plentifully available along the drive as it extends through Fairhaven within the Bellingham city limits. Residents and business owners expressed interest in guidelines to limit commercial establishments along the parkway and instead to cluster them in the area of the Fairhaven Commercial district. Particular attention was given to the structure at 32nd Street (formerly a large grocery store) which the residents feel did not enhance the desired scenic quality of the parkway and community.

Recommendations for design and re-development of the structure should be one of the short-term goals of the byway community and include suggestions for a gateway visitor center, a hardware store, or a use which would not require the current extent of asphalt parking surface.

Another commercial center which received comment are the gasoline/market stations west of the intersection with I-5. Residents expressed dissatisfaction with the aesthetics of the buildings and the extent of asphalt surfacing.

Recommendation: More compatible design including landscaping and berms, re-design of the exterior to suggest a visual connection with the historic district. Residents emphatically did not want additional large retail commercial facilities along the byway.

Multi-modal safety

The way the roadway is designed and shaped affects vehicle and traveler safety. Roadway condition and maintenance are dealt with in the next chapter, however the interaction of users on the roadway and potentially conflicting designs or needs are discussed here. Often, the conflict is between slow-moving sight-seers and faster-moving commercial vehicles. If the volume of vehicles along the road increases steadily over the coming decades, as trends suggest, methods to address conflicting use and plan methods to avoid hazards for each of the communities will be needed.

Samish Farmlands: As discussed in the roadway review chapter, bicycle and pedestrian users are at risk when using the road as currently configured. Recommendations for safety improvements are made in that chapter, including the pursuit of a trail easement on the Puget Sound Energy right-of-way parallel to the roadway through much of the Samish Farmlands. Commercial use of the road is a

high priority for the Samish Farmlands area from milepost 0 to 7. Commercial and overweight trucks are restricted from the mountainside section of the roadway and are directed by signs to exit at Bow Hill Road.

Trucks and farm vehicles constitute a high percentage of the vehicles on the road throughout the year. Conflicts which generate safety hazards are most noticeable during tulip festival season when the number of visitors in cars is exponentially higher than throughout the rest of the year. During this time, the visitors' desire to drive slowly to enjoy the view is also a priority. As traffic levels increase, the potential for collisions will increase as well. The current annual collision measure is approximately 40 per year, mainly occurring in the area of the Edison/Bow Hill Road intersection.

Hazards such as blind driveways or poor visibility are generally not present in this section of the byway due to the relatively straight, flat, open configuration of the roadway. However, an area of potential concern is the Edison/Bow Hill Road intersection where access and egress to the restaurants and shops is not clearly delineated. The risk of vehicles backing out onto the highway exists.

Recommendation: Improve safety with the addition of curbs and striping for specific entry and exit routes.

Resident and Commercial Views of Traffic Issues

Residents have expressed concern about safety due to the relatively high speed limit (55 mph) for residential proximity, but commercial users have shown strong support for maintaining the current speed limit. Road conditions appear to support this speed level up to milepost 8.

Amenities designed to evoke a rustic natural feel help preserve the scenic qualities of the byway.

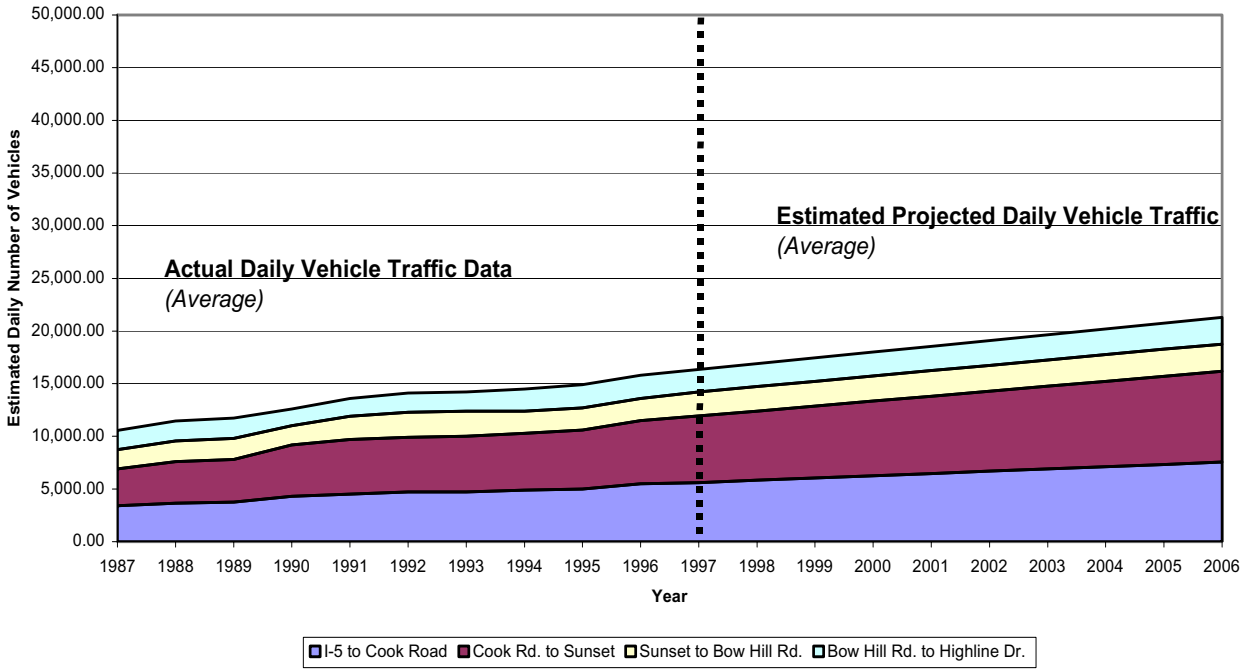
Rest areas and trailheads should include trash receptacles. Finding a funding source to pay for continued maintenance is a byway priority.

GRAPHS OF HISTORIC AND PROJECTED TRAFFIC VOLUMES

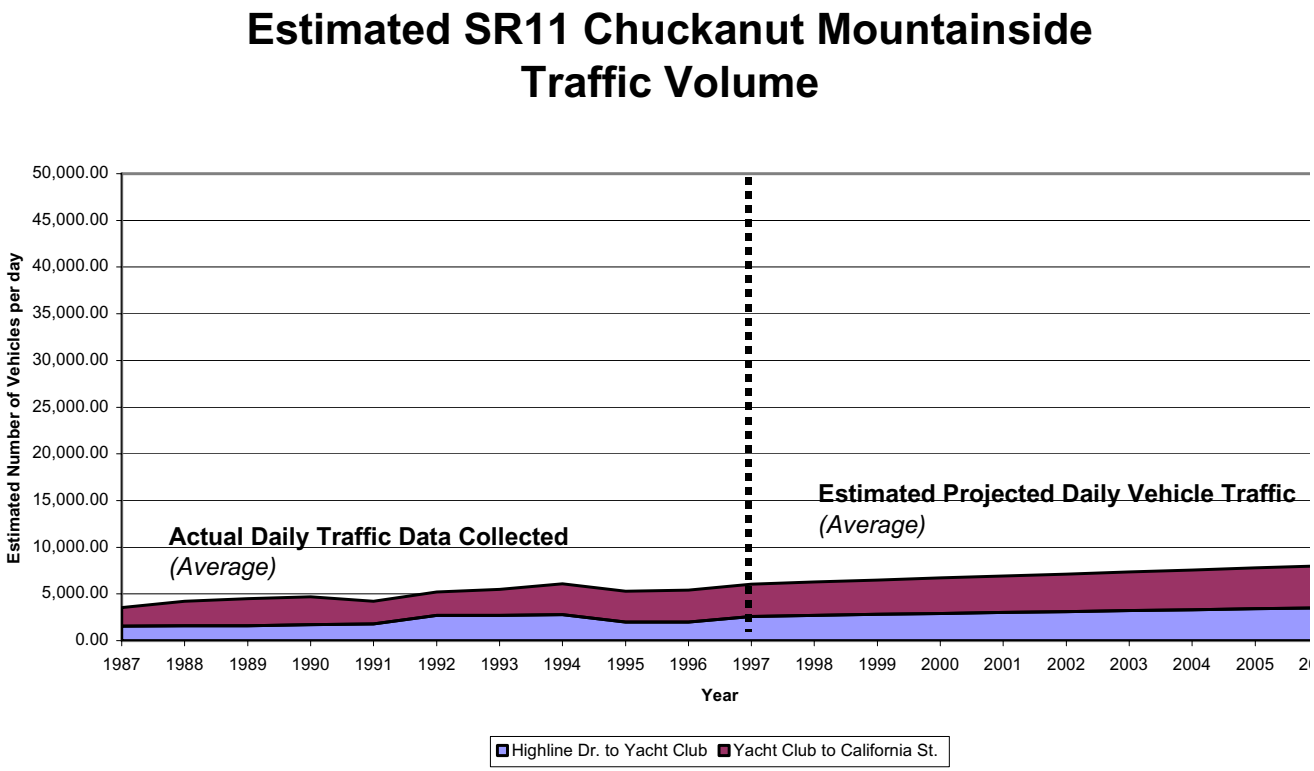
As a state highway, the Washington State Department of Transportation (WSDOT) regularly measures motor vehicle traffic on Chuckanut Drive. Data is collected by sensors placed at specifically identified intersections to show how many vehicles travel each stretch of highway. Traffic counts and projections help WSDOT to determine the rate of wear and tear on the roads and to anticipate maintenance needs.

The counting equipment is used during specific week-long periods and notes time-of-day volume as well as variations in traffic volume over the course of the week. WSDOT uses standard engineering formulas to calculate the "Average Annual Daily Traffic" count. The graphs below chart the trend shown by these averages from 1987 to 1997 for Chuckanut Drive. Based on the past trent, the graphs show an estimated projection for future years 1998 – 2007. This information can help the Chuckanut Corridor Community to determine what actions to take to ensure that traffic flow remains in harmony with the goals of this Chuckanut Corridor Plan.

Estimated SR11 Samish Farmlands Traffic Volume



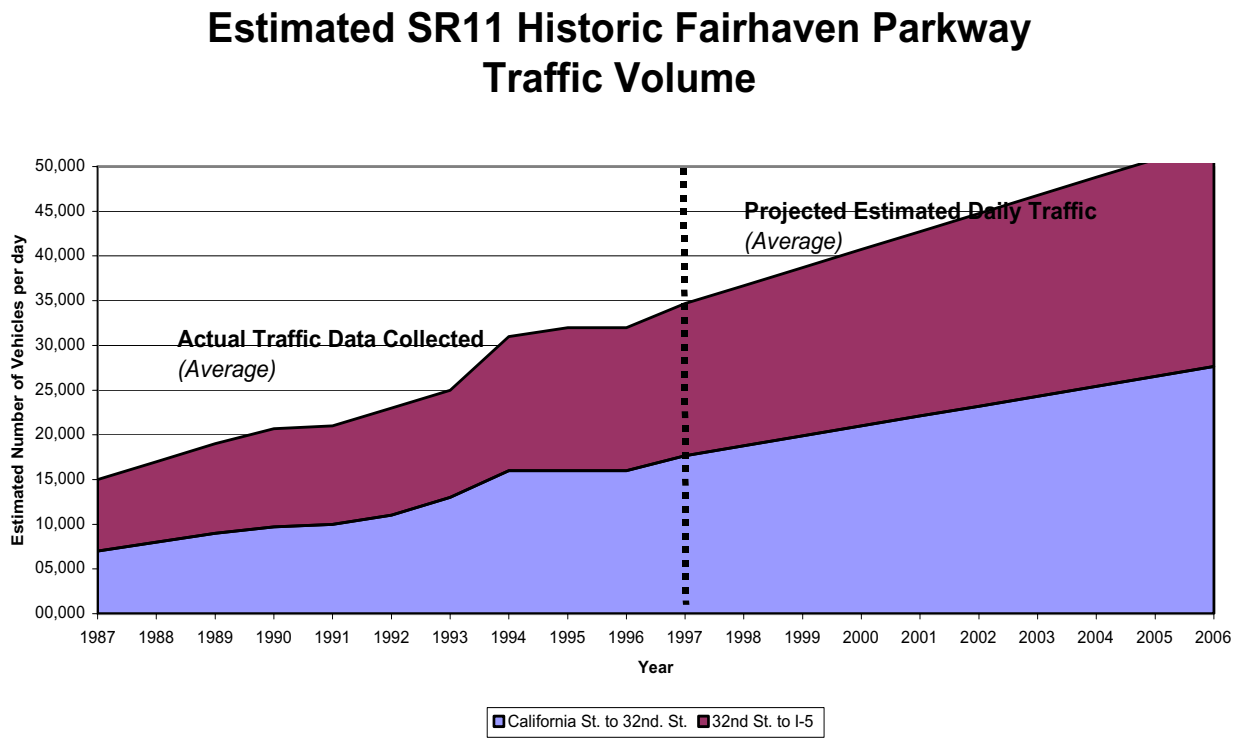
Graph of historic and projected traffic volumes:



Chuckanut's narrow, winding roadways were designed for smaller and slower vehicles in the 1920s. Today's large vehicles, trailers, and motorhomes sometimes get stuck on the rock outcroppings at tight corners. The Chuckanut Community does not want the roadway widened or straightened, and engineering costs would make such an effort impractical.

Graph of historic and projected traffic volumes:

Near the interstate highway, Historic Fairhaven Parkway incorporates a more commercial design oriented toward automobile traffic.



Chuckanut Mountain: The intrinsic safety design of the road from milepost 9.5 to 18 faces a completely different set of factors in the mountainside section, as distinct from the farmlands area. The following hazardous conditions are inherent in the roadway's historic design:

- The grade of the road increases sharply at certain sites
- Sight distances are limited in several areas by sharp curves, corners and rock outcroppings.
- Roadway shoulders are narrow and feasibility and cost of widening is prohibitive
- Emergency stopping locations are rare.
- Rocks frequently fall onto the roadway creating hazards for drivers and adding to maintenance costs.
- Visitors traveling north, especially when unfamiliar with the roadway, may cut across oncoming southbound traffic in order to access the scenic turn-outs located on the sea side of the roadway.
- Hairpin turns should be traversed at a lower speed than the currently posted legal limit; despite advisory signs, drivers often traverse at a higher than safe speed
- Rock outcroppings at narrow corners "trap" large vehicles, especially recreational camping vehicles causing damage and hazardous road blockages
- Emergency communications equipment is not readily available
- Mudslides and soil instability caused by land use activities above and below the roadway cause roadway cracking and instability
- Several scenic turnouts and restaurant parking areas do not have clearly delineated entry and exit points; vehicles can back or turn into traffic

Despite these safety concerns, residents and business owners strongly support maintaining the roadway in its current historic configuration rather than straightening or widening it. Visitors, too, feel that the scenic and natural aesthetic appeal of the road is enhanced by the narrow, older style and that the design of the road encourages appreciation of the view at a slower speed. In light of these priorities,

<u>Recommendation:</u> address safety concerns through the following actions:

- Work with WSDOT to develop site-specific guidelines for roadway maintenance which take into account the historic nature of the roadway, acknowledging the financial and technical constraints which limit the degree to which the road could be configured to meet modern standards;

Visitors to Larrabee State Park at Clayton Beach Trailhead cross Chuckanut Drive as pedestrians.

Bicyclists enjoy Chuckanut Drive and support the re-establishment of Bicycle Sundays, a tradition many remember from the 1970s. Hundreds of cyclists and families with strollers enjoyed a peaceful walk and coastal views during certain hours on certain Sundays when a temporary traffic sign was placed at either end of the mountainside road announcing 25

- Develop site-specific cautionary signs, reflectors, and pavement markings to warn of blind curves, narrow shoulders or other hazard areas which do not obscure or detract from aesthetic quality
- Note scenic north and southbound viewpoints and turnouts on maps with indicated access methods
- Install indicators or signs prior to turnouts with indications of distance ahead to prepare drivers to pull off safely
- Ensure that land use decision makers work with WSDOT to prevent actions which cause roadway instability and costly repair
- Work with restaurants to develop entrance and exit pavement markings or other safety measures for parking areas
- Install signage or investigate advisory guidelines to restrict large size vehicles from areas between milepost 9.5 and 16.
- Increase speed limit enforcement or install speed calming features at strategic locations
- Increase monitoring to ensure that overweight commercial trucks are not using the roadway improperly
- Work with WSDOT to ensure that advisory speed reduction signs at hairpin curves are effective and safe measures for vehicles and other roadway users

SECTION III: ROADWAY AND CORRIDOR

GENERAL REVIEW OF ROAD AND HIGHWAY DESIGN & MAINTENANCE STANDARDS

INTRODUCTION

This section describes the existing conditions found on and along the highway and proposed future actions or changes. Establishing a baseline for current conditions lays the groundwork for further work by identifying current problems and provides a comprehensive understanding of the route and proposed improvements. The roadway data summarized and presented here, used together with environmental, socio-economic, cultural, historic, and visual assessments, will assist in identifying a long-range vision/direction.

Chuckanut Drive serves residents, farmers, businesses, recreational travelers, and commuters. Because of the slow and scenic nature of the road, and because of the presence of alternative higher-speed routes, this CMP recommends road management practices primarily serving the needs of the residents and recreational travelers and secondarily the needs of commercial or commuter users.

Blind corners without shoulders suggest the need for slower speeds and caution.

SUMMARY RECOMMENDATIONS

based on engineering concerns:

- Install guardrail at selected locations, appropriate to the byway's lower speeds and weight restrictions and compatible with the byway's historic and scenic character.
  Protect the highway at slide- or avalanche-prone locations.
- Provide shoulders, where possible at least 1.2 m (4 ft.) wide, at all locations where cost and community support allow.
- Look for alternative trails or separate rights-of-way for areas where shoulders or widening are not financially or esthetically practicable.

HISTORY

Chuckanut Drive has existed as a vehicle roadway in portions since 1906, when it was identified as one of 11 "trunk routes" throughout the state of Washington. The present alignment of SR 11 was constructed between 1915 and 1935 as a series of Bureau of Public Works projects. It was designated as Primary State Highway 1 until the mid-1930s, when a new, less curvilinear alignment of the Pacific Highway opened further inland.

With the establishment of the interstate highway system and the development of parallel, higher speed inland transportation routes, the potential for changing designation of Chuckanut Drive to a non-state road exists. The relative advantages and disadvantages of this type of change should be carefully considered by the CCC over the coming years.

Whatcom Museum of History & Art, Bellingham,

A special design of omnibus was developed for use on Chuckanut Drive in the early days of automobile travel. This bus had seating with observation windows at a higher level to enable travelers to enjoy the scenic views.

SETTING

The location or setting of Chuckanut Drive affects both the operation of the highway as well as its enjoyment by travelers. The highway setting can also steer the highway's development. For example, Chuckanut's steep mountain drop-offs and relatively low usage make it unlikely ever to be widened in the mountainside section. However, in the Samish Farmlands area, widening the highway to four lanes has been discussed in some WSDOT plans. In consideration of the priorities of the residents, businesses and farmers outlined earlier in this report, widening of Chuckanut Drive for increased traffic lanes is not recommended.

ENVIRONMENT/LAND USE

The 21 mile long Chuckanut Drive passes through a variety of landforms. In the south, the Samish Farmlands, it passes through flat fields acting as a dike through this reclaimed estuarine land. In the central area, Chuckanut Mountainside, it closely hugs both the forested mountains to the east and the bay to the west with substantial changes in vertical alignment. In the northmost segment, Historic Fairhaven Parkway, the highway returns to fairly level terrain as it parallels Padden Creek in the city of Bellingham.

The climate of the area is generally a mid-latitude, west-coast marine type, with a dry season and pleasant temperatures during the summer, and generally mild but rainy winters.

Land use adjacent to SR 11 is varied. Intermixed with some commercial and residential areas, agricultural uses are most prevalent in the Samish Farmlands portion of the route. Along Chuckanut Mountainside, the land use includes residential, and forest land, managed for both recreation and

natural resources. Historic Fairhaven Parkway is an urban area with both commercial and residential development, with a significant stretch of park land bordering the last mile section.

WETLANDS AND SENSITIVE AREAS

Federal, state, and local regulations require the preservation of identified wetlands. Wetlands are areas where, among other things, land and water meet, creating a unique environment that is distinctly different from both upland soils and deep water. Section 3 (17) of the Washington State Growth Management Act defines wetlands as: "areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

From the point where it begins at I-5 and the city limits of Burlington to the point where it starts to ascend the mountain at Blanchard, Chuckanut Drive lies almost exclusively within the Samish River 100-year flood plain. In addition, there are several other major wetlands identified in the general vicinity of Chuckanut Drive for its entire length.

When highway improvement projects are proposed, the first goal regarding wetlands is to avoid them, the second goal is to minimize damage or exposure, and the third goal is to compensate for any disturbed wetland through mitigation. Mitigation can be accomplished by enhancing an existing wetland or "creating" a new wetland. The existing road development patterns make achievement of the first two goals unlikely from both a financial and an engineering perspective, if expansion of the highway becomes an option to pursue. Given the priorities of the corridor community to retain the current narrow width, the CMP recommendation would be to avoid wetlands by simply not widening the highway for traffic at all, but instead using education and enforcement approaches to manage traffic concerns.

On the other hand, construction of separated trails and walkways is a type of highway expansion which is a priority for community members. In this case, effects on wetlands will require mitigation.

The view from the Colony Creek Bridge at Blanchard is unique, including estuary, farmlands, islands, bay, and mountain.

ROADWAY ELEMENTS

Elements of roadway design play a major role in the operation of a highway. These elements are listed on the following page:

Roadway elements reviewed in detail for this plan include:

- functional classification

The design speed of the byway in the Samish Farmlands section is different from that of the Chuckanut Mountainside.

- roadside development
- horizontal alignment
- vertical alignment
- lane and shoulder widths
- level of access control
- pavement condition
- bridges and other structures
- channelization (lanes, turn lanes)
- vehicle pull-outs
- speed limits
- provision of clear zones

Functional Classification - Design Level

In the *WSDOT Design Manual*, SR 11 is defined as a non-NHS (*N*ational *H*ighway *S*ystem) route. SR 11 should be designed to the standards of Modified Design Level 10 (MDL-10). Minimum design standards for this level include the following:

SELECTED DESIGN FEATURES

The *WSDOT Design Manual* contains complete information on the design standards for non-NHS principal arterials.

Design Feature	Standard
Design speed (mainline):	90 km/h (posted speed) (50 mph)
Width of Traffic Lanes	3.3 m (10 ft.)
Shoulder Right of Traffic:	0.9 m (3 ft.)

Roadside Classification

The 1996 *Roadside Classification Plan* is a policy tool prepared by WSDOT which coordinates and guides the management, design, and construction of those areas alongside the state highway network. The intent of the plan is to provide a common basis for roadside management decisions statewide, to ensure consistent treatment of state route roadsides, to facilitate environmentally compatible and cost-effective preservation and restoration of roadsides, and to improve the distribution of funds for such projects.

The plan classifies the roadside character into two groups: **natural** and **built**. Both of these are separated into further categories.

Natural character refers to a landscape in which vegetation and landforms predominate, with manmade structures being rare or insignificant. It may be either forest (trees predominate) or open (such as prairie, steppe, desert, and agricultural fields).

Built (or manmade) character indicates a landscape in which human elements are notable or predominant in the overall context. There are three sub classifications. A rural landscape is characterized by intermixed built and natural or naturalized elements. Human manipulations of the land are evident. A semi-urban landscape is also characterized as intermixed built and natural elements, but in this case the built elements clearly prevail. Finally, an urban landscape is characterized by being a predominantly built environment. Vegetation is mostly non-native.

The *Roadside Classification Plan* provides different strategies for the various roadside classifications. The table below lists the roadside classifications for this section of SR 11.

ROADSIDE CLASSIFICATION

Note that these classification areas correspond with the three distinct communities identified early in the plan for Samish Farmlands, Chuckanut Mountainside, and Historic Fairhaven Parkway.

Side streets intersecting Chuckanut Drive have steep inclines on the Mountainside section.

Alignment

Milepost	Section Description	Features
0.00 to 9.30	RURAL	Farmland
9.30 to 18.67	FOREST	Forest, residential
18.67 to 21.28	SEMI-URBAN	Residential

The age and location of Chuckanut Drive have contributed to the curvilinear alignment between MP 9.5 and MP 15.6. The Chuckanut Corridor Community values the rustic, older style of the road and has given a high priority to encouraging slower speeds. Because of the unique siting and alignment of the highway and the restrictions on weight and speed of vehicles, Chuckanut Drive may require special treatment in development of speed limit regulatory signs. The table below lists those horizontal curves which are signed with advisory speeds lower than the posted speed.

HORIZONTAL CURVES

There would be some merit in determining if the advisory speed limit signs at particularly sharp and

narrow points are sufficient for safety, especially given unusual characteristics of the roadway, its age, and the absence of clear zones at some sites. The CCC will work cooperatively with WSDOT and the State Patrol and Sherrif's office to develop innovative methods to encourage slower speeds without relying exclusively on traditional engineering or enforcement solutions.

Milepost	Posted Advisory Speed
6.25	40 mph
8.67	40 mph
10.5	20 mph
10.75	15 mph
11.00	20 mph
18.35	15 mph
18.67	25 mph

Bicyclists welcome even a narrow shoulder when approaching the curve. Advisory signs indicating lower speed may not be sufficient in and of themselves to change driver

Roadway Geometrics
The roadway section of Chuckanut Drive consists of a two-lane, two-way roadway, with lanes varying between 10 feet and 12 feet in width, and there are no passing lanes along the route.

Design standards for this class of highway call for a continuous four-foot shoulder. Chuckanut Drive meets this stipulation in the following locations:

- Samish Farmlands between MP 0.00 to MP 9.15
- Larrabee State Park to Old Samish Parkway, MP 15.60 to MP 19.62.
- Old Samish Parkway through Fairhaven, MP 19.62 and MP 21.28.

In the latter section, the roadway has both striped bicycle lanes and sidewalks, exceeding the design standards.

However, a significant five-mile stretch through the Chuckanut Mountainside community does not meet the design standards for shoulders for this class of highway. The section of Chuckanut Drive between Blanchard and Chuckanut Point Drive (MP 9.15 to MP 15.60) has shoulders that vary in width from non-existent to three feet. This section is attractive to hikers and bicyclists and will be an important location for innovative roadsharing solutions other than shoulder widening.

Access Control/Access Management

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

of the highway by managing access. In addition to the "full" access control found on freeways and expressways, five access management classification levels have been established to distinguish between different roadway functional characteristics and land use forms.

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

Given the topography of the study area through which Chuckanut Drive traverses in the Chuckanut Mountainside section, between MP 9.15 and MP 15.60, it is unlikely that significant development will occur adjacent to the highway in this segment. When and if any new development is created, it will be fairly simple to control impacts to the highway through such measures as driveway consolidation and turn pocket channelization. The existing limits of each section of access classification are tabulated in the table below.

Maintenance of trailheads and rest stops is essential to enhancing the scenic beauty of the byway. Previously, state highway funds helped pay for trash pick up.

ACCESS MANAGEMENT CLASSIFICATION

Pavement Condition

Much of Chuckanut Drive has been repaved since 1990, and the majority of the pavement is in very good condition. The table *Paving History And Programming Year* lists the most recent overlay projects by milepost and the recommended resurfacing year as found in the *Road Life Report* from the TRIPS system.

PAVING HISTORY AND PROGRAMMING YEAR

Milepost	Section Description	Access Class/Control
0.00 to 0.25	I-5 Interchange in Burlington	Full
0.25 to 17.99	I-5 to Bellingham City Limit	2
17.99 to 19.93	Bellingham City Limit to Fairhaven Parkway	5
19.93 to 21.28	Fairhaven Parkway to I-5	4

Whatcom Museum of History & Art, Bellingham, Wa.

The site of the old brick factory on Chuckanut Bay is now better known as Teddy Bear Cove, a recreational public beach.

Structures

There are nine structures on Chuckanut Drive. Five of them are unique "half-bridges" originally built in the 1920s; the southbound lane is on a cantilevered bridge, while the northbound lane is constructed on solid ground. Several of the bridges have been rehabilitated in recent years. The table below lists the bridges.

Milepost	Year Overlaid	Depth	Program Year
0.00 to 0.09	1994	40 mm	2011
0.09 to 2.18	1990	24 mm	2014
2.18 to 4.06	1988	113 mm	2011
4.06 to 5.40	1976	46 mm	2014
5.40 to 6.16	1963	46 mm	2011
6.16 to 14.11	1978	37 mm	
14.11 to 15.79	1985	18 mm	
15.79 to 18.37	1983	18 mm	
18.37 to 18.47	1994	46 mm	
18.47 to 19.83	1982	18 mm	
19.83 to 21.09	1990	24 mm	
21.09 to 21.28	1999	46 mm	

STRUCTURE INVENTORY

Note that the condition description should be considered in light of the fact that the roadway is not an appropriate candidate for modernization, given the economic and engineering realities.

Channelization/Signalization
Very little channelization exists along SR 11. There are two-way left turn lanes between 12th Street and I-5 in Bellingham (MP 19.93 to MP 21.17). The *Left Turn Critical Priority Array* of 20 January 2000 cites two additional candidate intersections for left turn channelization within the study limits:

- left turn pockets at Josh Wilson Road (MP 0.11, #20 of 215);
- Allen West Road (MP 2.84, #51 of 215).

Bridge Number	Bridge Name	Milepost	Year Built	Condition
11/1	I-5 Over crossing	0.00	1959	
11/2	Drainage ditch	0.76	1922	Geometrics obsolete
11/4	Samish River	2.93	1932	Geometrics obsolete
11/7	BNRR Over crossing (Blanchard Bridge)	9.15	1931	
11/8	Oyster Creek	9.24	1932	Geometrics obsolete
11/8.3	Half Bridge #1	11.89	1999	
11/8.5	Half Bridge #2	11.94	1999	
11/9	Half Bridge	12.79	1950	Geometrics obsolete
11/10	Half Bridge	13.12	1920	Geometrics obsolete
11/11	Half Bridge	13.32	1920	Geometrics obsolete
11/102	Padden Creek	19.83	1932	

Narrow, historic bridges are highly prized by the Chuckanut Drive residents. Some question whether vehicle speeds for these narrow places should receive special attention for the safety of

There are two signals on Chuckanut Drive, both within Bellingham City Limits:

- Park Ridge Drive (MP 19.82) and
- Fairhaven Parkway/12th Street (MP 19.93).

Vehicle Pullouts

Vehicle pullouts are widened areas of the roadway prism - either paved or unpaved - which allow slow-moving vehicles to leave the traveled lanes, allowing faster traffic to pass. On a scenic highway like Chuckanut, they can also provide short-term parking for travelers to access a nearby point of interest. Although the *WSDOT State Highway Log* does not list any vehicle pullouts for SR11, a field review noted some unofficial pull-out locations:

VEHICLE PULLOUTS

Location (MP)	North/South	Notes
9	South	Paved
10.2	North	Paved
11.3	North	Paved
12.7	North	Paved
13.6	South	Paved, rest area
14.2	South	Paved
16	South	Paved

Speed Limits

The speed limits along SR 11 vary considerably along the route. As noted above, residents have given a high priority to retaining a slower speed roadway experience on this scenic byway, due to the special character of the road and the presence of alternative routes for higher speed driving. In addition, this plan recommends a careful reassessment of the current posted speed limit between mileposts 9 and 18. The current 40 mph may not be appropriate considering the following design factors:

- sight distances are poor at several corners
- rock falls are frequent
- absence of clear zones
- abrupt drop offs and rock walls
- lack of shoulders
- narrow travel lanes

The currently posted speed limits are listed below:

SPEED LIMITS

Section	Legal Speed	Jurisdiction
0.00 to 2.18	55 mph (90 km/h)	Skagit County
2.18 to 3.00	45 mph (75 km/h)	Skagit County
3.00 to 9.02	55 mph (90 km/h)	Skagit County
9.02 to 17.98	40 mph (65 km/h)	Skagit/Whatcom
17.98 to 19.58	35 mph (55 km/h)	Bellingham
19.58 to 19.93	25 mph (40 km/h)	Bellingham
19.93 to 21.28	35 mph (65 km/h)	Bellingham

CLEAR ZONES

A "clear zone" is defined as "the total roadside border area, starting at the edge of traveled way, available for safe use by an errant vehicle". Its width is dependent upon traffic volumes, speeds, and the roadside geometry. The clear zone area may consist of a *shoulder*, a *recoverable slope* (a slope on which the driver of an errant vehicle could theoretically guide the vehicle back onto the roadway), *nonrecoverable slope* (a slope on which the driver of an errant vehicle probably could not guide the vehicle), or a *clear run-out area*. Where it is not possible to remove a hazard from inside the calculated clear zone, the situation may be mitigated by the installation of a barrier in the form of guardrail, concrete barrier, or earth berm.

Adequate clear zones are maintained through most of the study area, and in many other areas, guardrail or barrier is placed around hazards in lieu of a clear zone. There remain, however, several locations along the roadway which require some form of protection against objects in the clear zone or steep slopes. Current WSDOT policy sets standard methods for treatment of clear zones based on standard vehicle speeds and weights. Because of the age and siting of Chuckanut Drive, meeting many of the modern standards is not a realistic goal either economically or technically.

There is disagreement between the WSDOT and some members of the byway community as to appropriate handling of clearzone areas, because proper consideration has not been given to the special regulations in place on Chuckanut Drive including reduced speeds and vehicle weight restrictions on the road. The CCC identified a minimum of the following sites as deserving special attention and analysis to determine a treatment which enhances the byway esthetically and preserves historically significant structures, while providing for safety:

- Blanchard Bridge baluster rail (mile post 9.5)
- Historic post and cross-bar fencing (mile post 10 to 12)
- Oyster Creek Bridge baluster rail (mile post 10.5)
- Inspiration Point (milepost 16)

Note that each of the above sites encompasses at least one sharp, blind corner with an advisory speed below 20 mph. WSDOT design standards require that posted speed limits will be appropriate to the design speed of the roadway. These corners were designed for vehicle travel at speeds significantly below the current 40 mph.

Trail crossings at the highway are sometimes not easily seen by motorists.

MAINTENANCE-IDENTIFIED PROBLEMS

Maintenance personnel compile a list of problems and proposed improvements on an on-going basis. As a result of this CMP, the maintenance and engineering departments will meet with representatives of the byway community on a regular basis to review proposed maintenance actions and elicit comments. To the degree possible, community suggestions and priorities will be incorporated into the maintenance actions.

Rock fall and landslide danger: land-owner activies or development onthe hillside above the highway influence the cost of highway maintenance and repair. One community member's description: "He clearcut up above and this big piece of sandstone came down and bounced across the highway. Somehow it found its way down through the trees and hit the road. Took out two fences and landed between two houses on the 100 block. Lucky somebody didn't get

STATE HIGHWAY SYSTEM PLAN/FUTURE DIRECTIONS

The Washington State Transportation Commission, through the efforts of WSDOT, is meeting the future challenges facing the state's transportation systems by developing the *Washington Transportation Plan* (WTP) 1997-2016. This plan addresses the state-owned transportation facilities including state-owned airports, the Washington State Ferry system, and state highways. The WTP also addresses non-state owned facilities which are vital to the entire transport system. Such facilities include transit agencies, freight and passenger rail, and port authorities.

The state-owned component of the WTP is commonly referred to as the *State Highway System Plan*, a document that is updated every two years. New service objectives are added or modified as conditions warrant. Conversely, when service objectives are met, existing programs may be reduced or eliminated. The System Plan encompasses four main categories:

- *Maintenance*: Maintain state highways on a daily basis to ensure safe, reliable, and enjoyable movement of people and goods. Examples of maintenance would be roadside cleanup, mowing, and repair of guardrail.
- *Preservation*: Preserve the highway infrastructure in a cost-effective manner to protect the public investment and historic and scenic qualities of the byway. Examples of preservation are overlays, drainage improvements, and earthquake retrofitting of bridges. Special consideration should be given to guardrails and other roadway features which fit the character and intrinsic qualities of the byway.
- *Traffic Operations*: Operate the highway system safely and efficiently. Examples of this would be the installation of signals at selected locations, revising channelization on the existing pavement, and adding, modifying, or deleting signs.
- *Construction*: The program comprises all "upgrades" which will make the highway work better. Within the umbrella of "improvements" are four categories. They are:
  - *Mobility* - Improve mobility within congested corridors. Such measures include widening, HOV lanes, and ramp metering.
  - *Highway Safety* - Provide the safest possible highways within available resources. Examples include installing guardrail, creating a barrier-separated roadway, and removing dangerous curves.

- ⌘ *Economic Initiatives* - Support efficient and reliable freight and goods movement, as well as facilitate the development of tourism. This subprogram would also include improvements to make Washington State more competitive for national and international trade.
- ⌘ *Environmental Retrofit* - Reduce existing environmental deficiencies related to previous highway construction. Examples include construction of fish weirs at culverts, restoration of the highway roadside vegetation, and sound walls.

Given the historically low volumes on Chuckanut Drive coupled with difficult terrain:

Recommendation: This CMP recommends against any significant widening of this highway north of the Blanchard bridge in the next 20 years.

No plans for widening appear in the constrained portion of the *System Plan 1999-2018*. While the unconstrained plan (based on larger budget income) includes a strategy to widen SR 11 to 4 lanes from I-5 to Field Road, this strategy is not supported by this CMP. WSDOT maintains a policy of active collaboration with corridor communities and will strive to honor the community needs and interests set forth in this plan.

Recommendation: Improvement priorities include:

- Construction of sidewalks or separated trails or walkways, with priority to be given to Fairhaven Park area (MP 18.75 to 19.1) and Samish Farmlands from MP 0 to 9
- Acquisition of Puget Sound Energy easement for potential extended bikeway through Samish Farmlands
- Installation of marked crosswalks at commercial areas such as Bow Hill Road, Oyster Creek Inn, Teddy Bear Beach trail, Clayton Beach Trail, Samish Highway, Fairhaven Park
  In addition to the above construction and acquisition elements, the Washington Transportation Plan should also include the priorities outlined by the community to increase non-car transportation methods to trailheads and recreation areas.

Recommendation: Improvement priorities in this category include:

- Funding and establishing regular shuttle van service via Skagit County Transit (SKAT) or private carrier from Greyhound, Amtrak or Burlington Recreation fields to parks and trailheads on Chuckanut Mountain
- Funding and establishing regular shuttle van service via Whatcom Transportation Authority (WTA) or private carrier from Greyhound, Amtrak and Bellingham hotels to parks and trailheads on Chuckanut Mountain
- Expansion of passenger rail service on the existing BNSF rail line including exploration of the potential for small-scale shuttle or trolley service for residents, visitors, sightseers, and commuters.

Slide Areas can be influenced by the vegetation on the slopes above the highway. Voluntary vegetation management guidelines may be a valuable maintenance cost-control measure for the WSDOT.

- Improvement of at-grade railroad crossings for pedestrians at trail access points, including signal lights or alarms

SAFETY IMPROVEMENTS

Safety improvements may include removing or protecting exposed hazards which lie within the clear zone. Safety actions recommended in the 1999 *State Highway System Plan* include:

- install guardrail and retaining wall between MP 9.75 to MP 9.85
- install enhanced landslide control between MP 10.39 and MP 18.63.

Consideration of these actions will take place in the context of the themes set forth in this CMP and with ample participation of the Chuckanut Corridor Community. Among methods recommended for improving safety and reducing maintenance expense, the CCC includes:

- analyzing the factors to balance esthetic and historic resources with safety features and policies;
- investing in a coordinated plan to manage upland forest areas to reduce run-off and landslide damage and maintenance costs.

Rocky overhangs and tight corners trap large vehicles. To maintain the historic feel, some residents feel vehicle size and weight should be limited further.

Implementation of a Corridor Management Plan (CMP) assures appropriate development of the highway compatible with the roadside and land use along the corridor. The CMP will serve as one piece of the framework to set a timetable for implementation of future improvements.

PEDESTRIAN AND BICYCLE CONSIDERATIONS

As described above, the roadway design is not conducive to a construction approach to increased traffic accommodation. In addition, as noted in the intrinsic quality assessment chapter, residents and travelers strongly prefer the maintenance of a slow speed, narrow roadway with an emphasis on historic and aesthetic appeal. Therefore, roadway maintenance and enhancement decisions should look to modes of travel other than the automobile in order to expand the opportunities for travelers and residents to experience the corridor by foot, bicycle, train, or shuttle van.

WAYSIDE AMENITIES

The future visitor to Chuckanut Drive will be encouraged to experience the many way-side features of the scenic byway by traveling on foot or bicycle or riding in small guided-tour vans or trolleys. Encouragement and incentives to leave the private automobile behind will be provided in the form

of amenities made available to the foot traveler, for example, but which are unavailable to the car traveler. Such incentives could include:

- informative and entertaining guide materials (tape-recorded) available in deluxe format on the guided-tour vans,
- special byway related souvenirs available to tour van patrons,
- tours catered to the needs of different interests, e.g., families, seniors, heritage tourists, etc.
- wayside art or interpretive features viewable to the foot traveler

Residents, pedestrians and bicyclists would have the benefit of experiencing the intrinsic qualities of Chuckanut Drive in more depth. Frequent attractive and informative roadside markers and plaques describing historic or cultural qualities and features could be strategically placed so as to be accessible only to visitors traveling by foot or bike.

Expanding on the design approach established in the Historic Fairhaven District on Harris Avenue, informative historic markers could be set into the ground in order to minimize scenic intrusion. These markers would be designed to encourage a sense of discovery and linking the byway story from place to place. Visitors and residents would enjoy repeat visits in order to access the information which would be more than one would generally absorb in one visit. Children's games involving quizzes and clues could be built around the information on these markers, with promotions connected to byway commercial establishments benefiting from increased foot traffic as visitors come to claim their rewards.

Roadside picnic tables and benches provided at comfortable walking distances along the byway will encourage walking and bicycling especially in areas where car parking capacity is not provided. Bicycle parking facilities should be provided at trailheads and commercial stops.

WALKING TOUR

The visitor could arrive at the Samish Farmlands (milepost 0) via several modes. Mt. Vernon's train and bus stations are currently a significant distance from the byway gateway, with local transit service not oriented toward byway access. Coordinating a special byway tour van or taxi to pick up visitors from the train and bus stations at appropriate hours should be included in long term visitor accommodation planning for the byway.

Because a significant number of visitors access the corridor solely for its link to the forest hiking and recreation areas, tour vans oriented toward transporting these visitors to the trail and park facilities should be a high priority. Those wishing to enjoy the scenic byway tour by van would be transported from the bus or train stations to the byway gateway at mile post 0.2, proposed for the area in front of the current Washington State Patrol office. This location would provide an orientation for the visitor

Difficult intersection for bicyclists and pedestrians wishing to cross traffic to reach the Interurban trail and Arroyo Park on Old Samish Highway (left).

Trails can offer an alternative for some non-motorized travelers but roadway design and regulations should continue to protect those bicyclists and pedestrians who choose to use Chuckanut Drive

The Coast Millennium Trail leads travelers along Chuckanut Drive and the Interurban Trail. Future phases may see the Coast Millennium Trail extend south to Burlington along the Puget Sound Energy right-of-way.

This stairway on the Interurban Trail crosses the Chuckanut Creek arroyo where a high wooden railroad trestle once stood.

including maps, brochures, posted information and potentially volunteer-staffed information or souvenir booth. Books, tapes and other attractive byway souvenirs could be sold to benefit the on-going byway public organization. Restroom facilities should be made available at this gateway point.

The traveler at this point may choose to continue via guided tour-van or could choose to walk or bicycle, once appropriate bike and walking trails have been constructed. Bicycle rental should be considered as a service to offer at the kiosk. The tour-van traveler will board a small vehicle with other travelers and progress along the byway at speed listening to an entertaining, professionally produced tour presentation oriented toward the scenery along the way. Designated safe stopping points, especially at restaurant and commercial establishments, will allow visitors to experience local culture and commerce. Tour vans should be scheduled to travel at frequencies which allow visitors to enjoy a meal or a leisurely stroll and pick up the van on a return or later run.

The plan envisions that travelers choosing to walk or bicycle will have access to a separated trail right of way, one possibility being that of the current Puget Sound Energy utility easement. This will create a peaceful and safe experience along which to discover the interpretive panels, markers and plaques which outline the history, culture and other qualities of the byway. Currently, pedestrian facilities are not safely accommodated and bicycle shoulders are of narrower width than standard along most of the byway from milepost 0 to 19.

DRIVER EDUCATION

In order to meet the residential needs for increased safety for pedestrians and bicyclists and in order to keep car traffic volumes at current or reduced levels, improvements for bicycling and walking are a priority. Such improvements could include:

- special educational efforts for byway visitors who drive the route
- mailings or promotions to residents to alert them to bicycle and pedestrian safety needs
- road sharing guidelines.

In addition, roadway engineers should be encouraged to develop innovative and context specific safety features which will increase awareness of the need to “share the road.” Such a feature could take the form of pavement striping in areas where both bicycles and cars are expected to share the lane. Striping would be particularly appropriate in areas where bicycle lanes narrow to below standard width and where, in effect, the bike lane “overlaps” the automobile lane. The byway community’s strong desire to maintain a narrow, old-style, two-lane roadway means that Chuckanut

Drive has the opportunity to take the lead in developing new methods for sharing space on the road safely.

Visitors who choose to tour the road by private automobile should be given incentives to stop at the gateway kiosk and learn about safety features and innovations and guidance for safe roadway sharing where pedestrians and bicyclists are on the roadway. In addition, speed calming measures such as grooved pavement at pedestrian crosswalks or other intervals could be considered.

The byway community welcomes the chance to work with the WSDOT to pursue funding strategies to acquire separate trail funding or easements for pedestrians and bicyclists. Visitor interpretation sites for cyclists and pedestrians could be located as frequently as ½ mile increments, if desired.

At the Blanchard Bridge overlook, a gateway rest area for the Chuckanut Mountain community transition should feature a creek estuary overlook with picnic area and information panel highlighting the salmon restoration process and significance, along with special features of the McElroy Slough.

The Chuckanut Mountain overview would include information about the geologic significance and uniqueness of the Cascade Mountain Range connecting to Puget Sound at the one point along its expanse. An overview of the process of geologic change from semi-tropical sea to mountain could be included as well. Milepost markers along the route will, where possible, concentrate on the existing narrow pullouts along the road, incorporating picnic tables, benches and bike racks to encourage a slow-paced visit to enjoy the views. Speed limit enforcement and additional caution-inducing features at the many severe curves with limited sight distance are highly recommended by the byway community.

VARIETY OF STRATEGIES

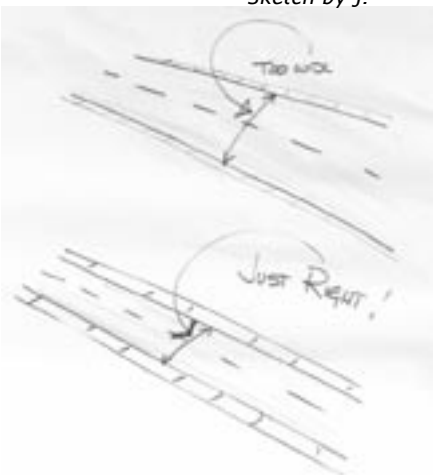
Driver education regarding safety issues should utilize a variety of approaches to inform visitors. Guide maps will indicate pull-out locations and accessibility from northbound or southbound traffic lanes. In addition, pavement markings could be added to give indications of approaches to potential pull-outs. Pavement markings and stencilings, supplemented by explanatory information in maps, guidebooks or displays, may be preferable, rather than signs, in order to minimize clutter and infringement on scenic beauty.

The development of an established visual and regulatory method to increase awareness of and adherence to the shared roadway is especially important between milepost 8.5 and 14 where shoulders are narrow to non-existent. In this section, bicyclists and hikers accessing northerly trails are required to share travel lanes of the roadway with automobiles. Striping to indicate an overlap of pedestrians and bicyclists lanes with the automobile lane is one strong visual approach which could be combined with speed reduction measures especially appropriate at blind corners.

Phase 1 construction of the Coast Millennium Trail is funded in part by a federal highways grant and Bellingham Greenways levy funds.

Train riders enjoy the best Chuckanut views.

Sketch by J.



Community members feel that the width of the roadway can give drivers an unconscious message to speed. Narrower roadways could include planting strips and sidewalks in the Historic Fairhaven Parkway

ROADWAY SIGN PLAN

Signs are classified under two separate categories:

- Interpretive
- Regulatory

Interpretive signage and recommendations for placement and possible content are discussed in the Interpretation Plan chapter (Section II.2). Regulatory signs are discussed here and consist of those signs which direct traffic and are required for safety. Some of these signs already exist along the roadway and function effectively for the purposes desired. In other locations, this chapter recommends consideration of additional signage or removal to address specific problems.

PLACEMENT

In order to preserve the scenic views and an uncluttered, natural landscape feel, the addition of more regulatory signs to the roadway area should be very carefully considered and avoided where possible. If more signs are determined to be necessary, the following strategies should be considered in order to avoid affecting scenic quality:

- consolidate with existing signs and sign posts,
- placed in such a way as to not distract from or obstruct the scenic views.

Particularly on the Chuckanut Mountain and Samish Farmland areas, where views toward the water are essential to the quality of the visitor experience, placement of signs on the west side of the roadway should be avoided.

The following guidelines were developed for each of the byway communities:

Samish Farmlands: avoid placement of large signs on the west side of the roadway, in the area from milepost 7 to milepost 9, in order to avoid restricting the scenic view toward the water and islands.

Chuckanut Mountainside: avoid placement of additional large signs along the west side of the roadway between milepost 9 and milepost 18, in areas where views of the water would be obstructed by additional signs.

Historic Fairhaven Parkway: clarify signs at intersection with 12th Street such that reference to street names and highway number are consistent and understandable to visitors. Consolidate signs where

possible to avoid clutter such as what currently exists at the bridge over Padden Creek. Integrate sign design with Historic theme, where possible.

SIGN TYPES

Highway signs can be classified into 3 general types: safety, directional, and interpretive. A complete inventory of existing signs within these classifications should be completed, identifying specific needs and limitations for each site. While such an inventory is beyond the scope of this plan, the byway community has identified needs at the following locations:

SAFETY WARNING AND HAZARD SIGNS

Samish Farmlands:

- Advisory signs for slower speeds at narrow bridges
- Signs or traffic control lights should be considered at the intersection at Bow Hill Road due to a high collision rate.
- Recommended advisory size restriction signs (along with weight restriction) at Blanchard Bridge to deter large motor homes which create traffic hazards when they collide with rock walls and overhangs.

Chuckanut Mountain:

- Reduced speed signs (mandatory rather than advisory) at hairpin turns at mileposts 10.5, 15.5, and 18. With the current advisory signs, cars tend to attempt curves at unsafe speeds, resulting in damage to roadway features such as guardrails, bridges and trees.
- Evaluate roadway geometrics to determine whether falling rock and blind corners and site-specific limitations dictate a slower speed, especially between mileposts 10 and 14.
- Crossing area or pedestrian on roadway signage at trailheads and trail crossings such as Oyster Creek, Clayton Beach, Larabee State Park, Fragrance Creek
- Bicycles on Roadway signs and/or stencilling on roadway
- Coast Millennium Trail logo/milepost signs to direct cyclists and hikers to trails.

Historic Fairhaven Parkway:

- Consolidate regulatory signs on Padden Creek Bridge (12th Street) to improve aesthetic appearance of historic bridge
- Crosswalks should be added at all corners of intersection at Fairhaven Middle School

Signage for Arroyo Park reflects a natural, wood-carved appearance that complements the scenic and forested view.

A single interpretive panel at a safety rest area gives visitors a brief overview of the history of Chuckanut Drive. Additional interpretive materials at other rest areas could expand and improve the visitor experience.

MAINTENANCE

Maintenance of signs is carried out by WSDOT for all traffic and safety signs within the right of way located outside the city limits of Bellingham. Within Bellingham, the City of Bellingham Public Works Department works with WSDOT to maintain highway facilities. Interpretive, gateway, trailblazer, logo, and feature signs placed within the right of way must meet WSDOT construction and design standards.

Additional interpretive and directional signs for placement on trails and walkways within the corridor but not within the SR11 right-of-way will be constructed and maintained by the relevant jurisdictions:

- Skagit County Public Works
- Skagit County Parks and Recreation Department
- Washington State Department of Natural Resources
- Larrabee State Park
- Whatcom County Parks and Recreation Department
- City of Bellingham Parks and Recreation Department
- City of Bellingham Public Works Department
- Private Landowners, as appropriate

Coordination of design standards for signage themes extending throughout the Chuckanut Corridor shCoordination of design standards for signage themes extending throughout the Chuckanut Corridor should be developed and adopted for the use of each jurisdiction, as part of a future planning and design process for the Chuckanut Drive Scenic Byway.

Design of the signs for logo and wayfinding should complement the aesthetics of the roadway. Because there are three different communities and themes, the CMP recommends that funding be sought for a landscape architect and designer to create a comprehensive sign plan for the route which should include recommendations for roadside amenities and interpretive panels as well as feature signs and such as the crop identification signs recommended in the Samish Farmlands. Along with the sign plan development, a byway logo should be designed.

INTERPRETIVE SIGNS

The Interpretation Plan chapter (Section III.2) details the community recommendations for placement and design of interpretive signs and coordinated materials. Below are some summarized features of the considerations included in that chapter as they apply specifically to roadway signage:

- *Multilingual signs* are not seen as essential at this time, but should be reassessed in the future. As Chuckanut is more and more an international attraction, the Chuckanut

Community acknowledges the need for and the benefit of offering information in more than one language. Language needs should be studied as part of the future detailed planning and design process.

- *Heritage Marker on Interstate 5* to indicate that Chuckanut Drive is a scenic byway should be installed on I-5 for travelers prior to exit 250 and at exit 230.

- Locations for Gateway signs are included in the Intrinsic Quality Inventory and Management Strategy database (see appendix 2).

- Trailblazer and logo sign locations are recommended for mileposts 2.5, 7, and 19.

- Interpretive sign development and installation projects will be coordinated among the local jurisdictions and partners in order to pursue grant sources such as those available through National Scenic Byways, Transportation Enhancements and other sources.

The Chuckanut Community will work with byway jurisdictions and the WSDOT to seek funding for interpretive signs.

Governor's Rock historic marker, difficult to see in this photo, is equally difficult to see when travelling the drive. Interpretive signs could help highlight this

OUTDOOR ADVERTISING CONTROL COMPLIANCE

All jurisdictions along the byway have demonstrated compliance with outdoor advertising control requirements for scenic byways, through local ordinances and legislation. Documentation of all ordinances is included in the appendix.

Jurisdictions include:

- **Skagit County**
- **Whatcom County**
- **City of Bellingham**

In addition, the Comprehensive Plans of all three jurisdictions delineate types of development on lands adjacent to the scenic byway which discourage or prohibit outdoor advertising signage along the state highway.

As noted earlier, the recommendations of community members for this Corridor Management Plan caution against large scale commercial development of a type inconsistent with the current cultural and historic appearance along the drive. This plan strongly encourages the adoption of measures which ensure that the historic and scenic quality of the drive will be maintained and preserved into the next century.

Standardized trail signage and bollards help educate trail users proper trail etiquette at

Section IV: Responsibility and Participation Plan

DEVELOPMENT PLAN

The Chuckanut Drive Corridor consists of separate jurisdictions which have each prepared comprehensive plans. For example, the following list of documents each include recommendations and directives for development applicable to sections of the Chuckanut Drive Corridor:

- Skagit County Comprehensive plan,
- City of Bellingham Comprehensive Plan,
- Happy Valley Neighborhood Plan,
- Whatcom County Comprehensive Plan,
- Chuckanut/Samish sub-area Regional Comprehensive Plan
- Chuckanut Mountain Trail Plan
- Coast Millennium Trail Master Plan

In addition, sections of the corridor along Blanchard Mountain are forest lands owned and managed by the Department of Natural Resources. There are long term management plans for these lands as well as those of Larrabee State Park which affect the future of the Chuckanut corridor.

Because each of the jurisdictions responsible for planning in the corridor area has participated in the development of this Corridor Management Plan, the recommendations of this plan should be incorporated into existing jurisdictional plans. The Whatcom County Comprehensive Plan contains a sub-area plan for the Chuckanut Lake Samish area which was completed in 1984. It is a recommendation of this CMP that funding be appropriated to ensure that the sub-area plan is updated in a timely manner.

GOVERNOR'S POINT

One of the key development questions requiring resolution in conjunction with that sub-area plan is the future disposition of Governor's Point. Several members of the Chuckanut Corridor Community have questions regarding the capacity of the roadway and other utility infrastructure to accommodate the proposed increase in the allowed residential density at Governor's Point.

The Bellingham Comprehensive Plan in conjunction with the Bellingham Parks and Recreation Greenways plan and the Fairhaven and Happy Valley Neighborhood plans all cover the remaining sections of the SR11 to its northern terminus at I-5. A detailed review of each of the applicable plans should be conducted to ensure coordination between the Chuckanut corridor plan and the local jurisdictional plans. Because the comprehensive plan sub-area documents were developed several years previous to this corridor plan, efforts to update the sub-area plans should incorporate suggestions of the Chuckanut Corridor Community and this Corridor Management Plan.

Chuckanut Volunteer Fire Department is an active group of neighbors and residents. It is the backbone of the Chuckanut Mountainside Community participation in creation of the

CHUCKANUT MOUNTAIN TRAILS

State owned lands along the byway include Department of Natural Resources and state park lands in the Chuckanut mountain section. Visitor amenities and services as well as recommendations and priorities for improvements are detailed in the Chuckanut Mountain Trails Master Plan. This CMP supports and affirms the priorities and recommendations of that plan.

In the development of visitor facilities, the community emphasizes a need for a durable and aesthetically pleasing standard which will not detract from the natural, scenic and historic quality of the byway. Currently, the lack of facilities at turnouts south of Larrabee State Park has resulted in deplorable littering and unsanitary disposal of waste. While the community maintains the strong recommendation for durable and attractive facilities, it may be necessary to take immediate action to reduce unsanitary and dangerous littering.

The recent improvement to the Clayton Beach trailhead represents an example of the quality of facility standards which reflect the quality of visitor experience recommended for the Chuckanut Corridor, to the degree that funding allows.

RURAL VILLAGES

Land use ordinances pertaining to the rural village of Bow-Edison and Blanchard are currently under amendment. Because the scenic quality of Chuckanut Drive in the Samish Farmlands is highly dependent on maintenance of a farming based community, this plan recommends against changes to the comprehensive plan and agricultural zoning designations which would allow Recreational Vehicle parks and other uses or developments which would change the scenic quality of lands within sight of the byway. Development of structures within the rural villages should remain within an aesthetic standard compatible with the older style of the village.

VOLUNTARY GUIDELINES

The CMP recommends that voluntary guidelines be developed for private land owners to use, if they wish, to coordinate a relatively consistent corridor experience. Among topics which could be addressed, vegetation management and forestry practices on steep slopes along the corridor would be useful. Specific guidelines appropriate to each of the concerns of the distinct byway communities should be developed in accordance with the intrinsic qualities identified and valued by the communities.

PUBLIC PARTICIPATION AND RESPONSIBILITY SCHEDULE

The Chuckanut Drive Corridor Management Plan has been developed through the active participation of the following community organizations. While the larger purposes of these groups encompasses much more than the work related to Chuckanut Drive, the table below gives an abbreviated description of the groups' purposes in order to show their relationship and importance to the byway planning needs. In addition, a summary of the groups' proposed role in the Corridor Management Plan process is included. The successful implementation of the projects identified in this plan will depend on the continued leadership played by these groups:

Restoration of Padden Creek to remove the fish passage barrier tunnel is a priority for the Chuckanut Corridor Community.

The Chuckanut Mountain Trails Steering Committee brought together diverse user groups and land managers to agree on a plan for trails and facilities that serve a variety of needs. The Chuckanut Drive Corridor Management Plan supports the recommendations of the Chuckanut Mountain Trails Master Plan.

CHUCKANUT CORRIDOR COMMUNITY GROUPS

Bellingham/Whatcom Convention and Visitors' Bureau *Mission:* Develops and promotes the qualities which attract visitors to this region. *Role in CMP:* identify and assist in fulfilling marketing needs for the scenic byway.
Blanchard Community Club *Mission:* Foster and celebrate a sense of community among residents of Blanchard. *Role in CMP:* Monitor and advocate for byway projects and funding which enhance the intrinsic qualities of the Blanchard community.
Chuckanut Community and Firefighters' Association *Mission:* Support the work of the Chuckanut volunteer fire department and foster a sense of community among Chuckanut residents. *Role in CMP:* Identify, develop and advocate for corridor projects which enhance the historic, cultural and other intrinsic qualities of the Chuckanut Mountain community.
Chuckanut Mountain Trails Steering Committee *Mission:* An interagency and community member task force to identify, plan for and encourage protection and enhancement of recreational trails on Chuckanut Mountain. *Role in CMP:* Monitor and advocate for corridor projects which enhance recreational opportunities connected with trails on the mountain
Chuckanut Merchants' Association *Mission:* Cooperative partnership to improve marketing opportunities for businesses along Chuckanut Drive while preserving the historic, scenic and other qualities which form the basis for Chuckanut's attractiveness to visitors, residents and businesses. *Role in CMP:* Identify and assist in the development of marketing and other projects which benefit the business community and the byway.
Ducks Unlimited *Mission*: Preserve natural habitat and wetland areas for a variety of wild bird species. *Role in CMP:* Monitor and advocate for projects in the corridor plan which enhance natural wetland areas and other areas of importance to wildlife preservation along the byway.
Edison Elementary School *Mission*: Provide a high quality educational center for the children and citizens of the Edison community. *Role in CMP:* Foster community awareness of and protection for natural, cultural and other qualities of the Chuckanut corridor.

Fairhaven Association *Mission*: Preserve, enhance and promote the historic, cultural and other qualities of the Fairhaven National Historic District which benefit the Association's commercial and residential members. *Role in CMP:* Identify and assist in fulfilling marketing and other needs which benefit the byway and the historic district.
Friends of Chuckanut *Mission*: Preserve the natural qualities of the Chuckanut Mountain area *Role in CMP*: Provide a leadership role in monitoring and advocating for corridor plan projects, specifically those which preserve the natural qualities of the mountainside community
Hang-gliders Association *Mission*: Advocate for the creation and maintenance of recreational hang gliding sites in the Chuckanut Mountain area. *Role in CMP*: Coordinate with byway groups for projects which fulfill mutual corridor plan goals.
Happy Valley Neighborhood Association Mission: Preserve and enhance the residential quality of life in Happy Valley. Role in CMP: Provide a leadership role in monitoring and advocating for corridor plan projects, specifically those which preserve the cultural, recreational, and natural qualities of the Fairhaven Parkway community.
Nooksack Salmon Enhancement Association *Mission*: Through education, action and advocacy, improve and increase viable stream habitat to support wild salomonid species. *Role in CMP*: Coordinate with and support corridor projects which improve natural qualities of the scenic byway area.
Pacific Northwest Trail Association *Mission*: Foster partnerships and investments to develop the trail from Samish Bay to Montana. *Role in CMP*: Coordinate with and support corridor projects which improve recreational trail qualities, specifically of Chuckanut Mountain.
Padden Creek Alliance *Mission*: Re-establish and improve viable stream habitat in Padden Creek for wild salmonid and other species, through education and action. *Role in CMP*: Support corridor projects and partnerships to improve natural and cultural qualities along the Historic Fairhaven Parkway area.

Padden Creek Alliance and the Nooksack Salmon Enhancement Association work together to teach children and community members about the importance of healthy stream habitat for salmon. School children help restore the vegetation and even carry returning salmon in buckets to get them past the ½ mile long barrier tunnel in Padden

Whatcom Museum of History & Art, Bellingham, Wa.

The most opulent hotel on the west coast, the Fairhaven Hotel was a beautiful example of the ornate architecture of the late 19th century. After various remodelings, the remainder of the building was demolished in the 1950s. A gas station took its place.

Skagit/National Audubon Society *Mission*: Protect wild birds and bird habitat; improve awareness of migratory birds and habitat in the Samish Farmlands area. *Role in CMP*: Monitor and advocate for corridor plan projects which improve natural and scenic qualities, especially of the Samish Farmlands area.
Skagit County Historical Society *Mission*: Preserve locations and artifacts of historical significance to Skagit County; increase awareness and celebration of Skagit County's historic and cultural richness. ***Role in CMP:* Support and coordinate with byway projects which enhance historic, archaeological, and cultural resources of the byway community, specifically in Samish Farmlands.**
Skagit Fisheries Enhancement *Mission*: Through education, action and advocacy, improve and increase viable stream habitat to support wild salomonid species in Skagit County. *Role in CMP:* Coordinate with and support corridor projects which improve natural qualities of the scenic byway area, specifically in Samish Farmlands community.
Skagitonians to Preserve Farmland *Mission*: Preserve and protect farmland from commercial development; support public policies which improve long term viability of farm businesses in Skagit Valley area. *Role in CMP:* Develop partnerships among byway groups to advocate for corridor projects which improve the cultural, scenic and commercial qualities of the corridor.
Whatcom County Historical Society *Mission:* Preserve locations and artifacts of historical significance to Whatcom County; increase awareness and celebration of Whatcom County's historic and cultural richness. *Role in CMP*: Support and coordinate with byway projects which enhance historic, archaeological, and cultural resources of the byway community, specifically the Historic Fairhaven Parkway and Chuckanut Mountain areas.

STEERING COMMITTEE

The Chuckanut Drive Steering Committee is composed of the following governmental agencies which have participated in the development of the CMP. They helped shape the recommendations generated by the public and the above community groups and have assisted in developing plan guidelines which meet their agency needs. Responsibility for incorporating recommendations of the CMP into agency policies and action plans will rest with these committees and agencies:

Bellingham Bicycle/Pedestrian Advisory Committee *Role in CMP*: Review and advise the City departments and council members on capital projects proposed for the byway area.
Bellingham Parks and Recreation Department *Role in CMP*: Assist in implementation of byway projects in adjacent parkland areas.
Bellingham Public Works Department *Role in CMP*: Coordinate capital projects proposed for the byway area to accord with City and byway needs.
Skagit County Parks and Recreation Department *Role in CMP*: Assist in implementation of byway goals and projects proposed for parks areas adjacent to the byway area.
Skagit County Public Works Department *Role in CMP*: Assist in implementation of byway goals and projects proposed within or adjacent to the byway area in Skagit County.
Skagit Council of Governments *Role in CMP*: Assist in implementation of byway goals and projects in the byway area.
Washington Department of Transportation: ***Northwest Region*** *Role in CMP*: Assist in implementation of byway goals and projects through policy development and coordination with plan partners. ***Maintenance Department*** *Role in CMP*: Evaluate and perform maintenance projects in accordance with implementation of byway goals and projects. ***Northwest Region Bicycle Board*** *Role in CMP*: Assist in implementation of byway goals and projects proposed for the byway area pertaining to bicycle issues. ***Heritage Corridors Program*** *Role in CMP*: Advise and assist in implementation of byway goals and projects proposed for the byway area through funding and technical assistance.

The importance of our work in preserving the treasured values of Chuckanut Drive will be measured in the enjoyment of this place by future generations.

Whatcom Council of Governments *Role in CMP*: Assist in implementation of byway goals and projects through assistance to byway community groups, funding and grant administration.
Whatcom County Parks and Recreation Department *Role in CMP*: Assist in implementation of byway goals and projects proposed for parks areas adjacent to the byway area.
Washington Department of Natural Resources *Role in CMP*: Assist and coordinate in implementation of byway goals and projects proposed for parks areas adjacent to the byway area.
Washington State Parks, Larrabee Park *Role in CMP*: Assist in implementation of byway goals and projects proposed for parks areas adjacent to the byway area.
Washington State Patrol *Role in CMP*: Advise and assist in implementation of byway goals and projects proposed for the byway.

In addition to the above groups and agencies, the following organizations have been kept informed of the progress of the CMP over the course of its development. They represent significant constituent and public interest areas which share an interest Chuckanut Drive, and, consequently, in the recommendations and actions of the CMP. While these groups have generally not actively participated in the development of the plan, their views, actions, and goals correspond with the values articulated by plan participants. Future amendments and project development efforts should continue to include invitations to these groups and encouragement for their participation:

- Bellingham Planning and Community Development Department
- Fairhaven Middle School
- Edison Elementary School Booster Club
- Happy Valley Elementary School
- International Youth Hostel
- Lummi Nation
- North Cascades Institute
- Samish Nation
- Skagit Conservation District
- Skagit County Land Trust

- Washington Department of Ecology
- Western Washington University
- Whatcom Land Trust

CORRIDOR PLANNING COMMITTEE WORK

Public participation has been very active in the corridor over the last several decades through a wide variety of existing neighborhood and special interest groups. Each of these groups has been contacted and most of the groups have participated in the development of this corridor plan. Future public participation will continue to build on the existing active groups to ensure that projects and priorities identified in the plan remain in the forefront for agencies to implement.

Because of the active involvement already in place, the scenic byway issues should not add to the burden of public participation, but should work productively within the existing groups' structures, to the degree possible. One important and repeatedly voiced concern is that people's lives are busy and that byway planning should not add another set of meetings to already busy schedules. With that in mind, the organizational structure of the byway community is envisioned as follows:

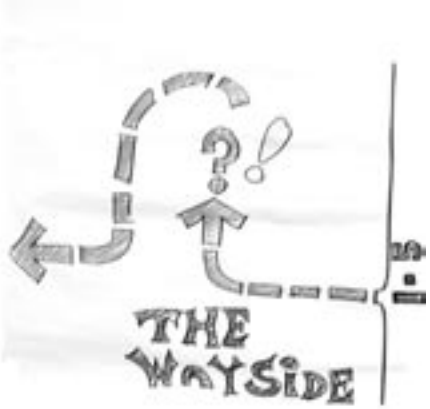
Monthly or Quarterly meetings

Each of the participating groups (listed above) will meet on its existing schedule focusing on its individual interest areas, just as it has previously. To coordinate with the Chuckanut Corridor Community as a whole, each group will have the opportunity to name a contact/liaison person to receive periodic updates about scenic byways issues and opportunities (e.g., grant cycles, workshops). This contact person will be able to pass along scenic byway information to the community group or receive recommendations from the group for subsequent consideration by the larger Chuckanut Corridor Community. The contact person will communicate issues or recommendations to the appropriate regional group, as described below.

Semi-Annual Chuckanut Community Regional meetings

Each of the three byway communities – Samish Farmlands, Chuckanut Mountain, Historic Fairhaven Parkway – has designated a "lead" community group which will act as a central communication forum for byway discussion, projects and concerns.

The lead community groups are proposed as follows:



Chuckanut Drive is a wayside with places of interest and discovery that people should take some time to appreciate. This sketch represents the Community's hope that travelers who desire speed will take the main highway instead.

From the collection of the Whatcom Museum of History & Art, Bellingham.

One tired logger at Equality Colony, c. 1900. Darius Kinsey's photography studio was located in nearby Sedro-Woolley. Equality Colony Loggers featured in several of his famous prints.

Samish Farmlands: Edison Elementary School
contact: Rob Matthews
Chuckanut Mountain: Friends of Chuckanut
contact: Laura Leigh Brakke
Historic Fairhaven Parkway: Happy Valley Neighborhood Association
contact: Courteny Sawyer

Each of the lead groups has the flexibility to organize its role in whatever way works. At a minimum, during at least one of its regular meetings annually, the group will include an agenda item to discuss byway issues and opportunities. Additional meetings or other methods of coordination can be developed to meet the needs of each group or area. As required, the Whatcom Council of Governments will assist the lead group to notify participant organizations of meeting dates.

Annual Meeting with Steering Committee

On an annual basis, representatives from each of the three corridor community lead groups will meet with the agency representatives forming the Chuckanut Drive Scenic Byway Steering Committee. This meeting should be held sometime between January and March and the main purpose shall be to discuss and decide on grant proposal priority projects for the ensuing National Scenic Byways grant round. Utilizing the priorities set forth in the Corridor Management Plan and taking into account recommendations and changing needs of the community participant groups, the annual meeting will perform the function of maintaining a focus and forward momentum for the scenic byway community and participating agencies.

IMPLEMENTATI0N PRIORITIES

Detailed responsibilities for each of the recommended projects and management strategies is included in the accompanying database (see appendix 2). In general, responsibilities for monitoring and updating progress on the plan and its recommended actions is delegated to the community groups already active in the interest areas, as described in the Public Participation Chapter. In turn, responsibility for scheduling and carrying out implementation of many of the projects, especially those involving construction, is delegated to the governmental agency or agencies most directly involved. The management process by which projects are prioritized and acted on is that described above in the description of on-going public participation.

The Corridor Steering Committee reviewed the full list of community recommendations and ranked the top projects for priority consideration in funding and implementation. Community members

reviewed this ranked list and concurred with the following list, identifying projects for each of the three corridor sections:

Samish Farmlands

1. Support creek and estuary habitat restoration and greenway trails
2. Support annual Festival of Family Farms and other farm preservation and education efforts
3. Improve safe viewing sites for bird watchers and other pedestrian visitors
4. Establish trailhead at Blanchard area
5. Establish a Chuckanut Drive Corridor "Gateway" near I-5

Chuckanut Mountain

1. Improve safety by reducing speeding motorists and increasing safe walking and bicycling facilities
2. Implement an on-going trash collection and clean-up program for dump sites at scenic turn-outs
3. Develop vegetation management and scenic standards plan
4. Establish shuttle transportation service from regional centers to the Chuckanut Mountain trails and recreation sites

Historic Fairhaven Parkway

1. Support salmon habitat restoration at Padden Creek and improve visitor experience of greenway along parkway
2. Improve safe crossing areas and walkways along parkway
3. Support the establishment of a community center for Happy Valley
4. Support development practices which protect against flooding and stormwater problems
5. Create a gateway and visitor center at I-5

Reprinted with permission from the Skagit County Historical Museum.

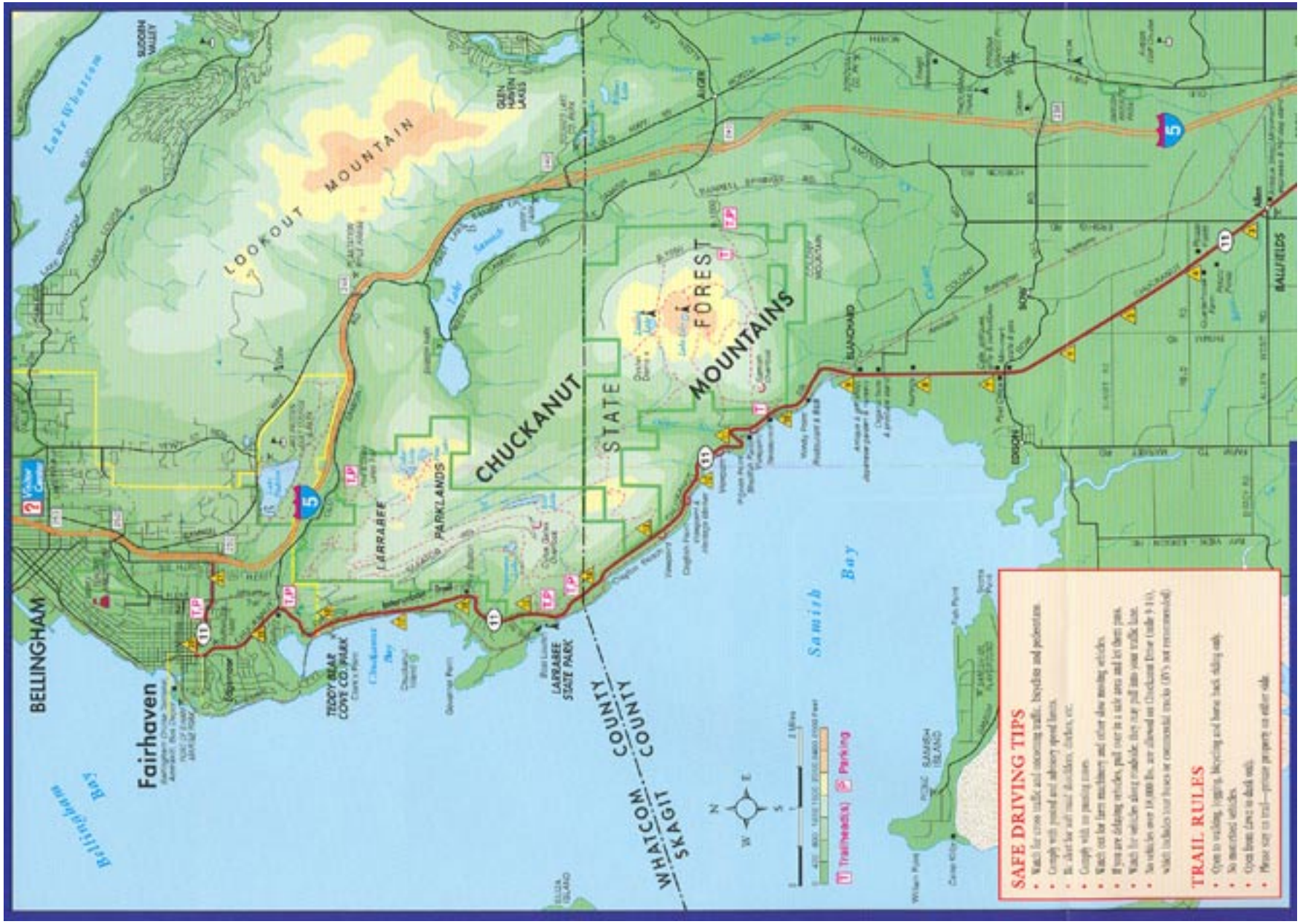
Logging at Colony Mill at Blanchard. Men are hauling shingle bolts with Fordson Tractor converted to rail. Photograph by Darius

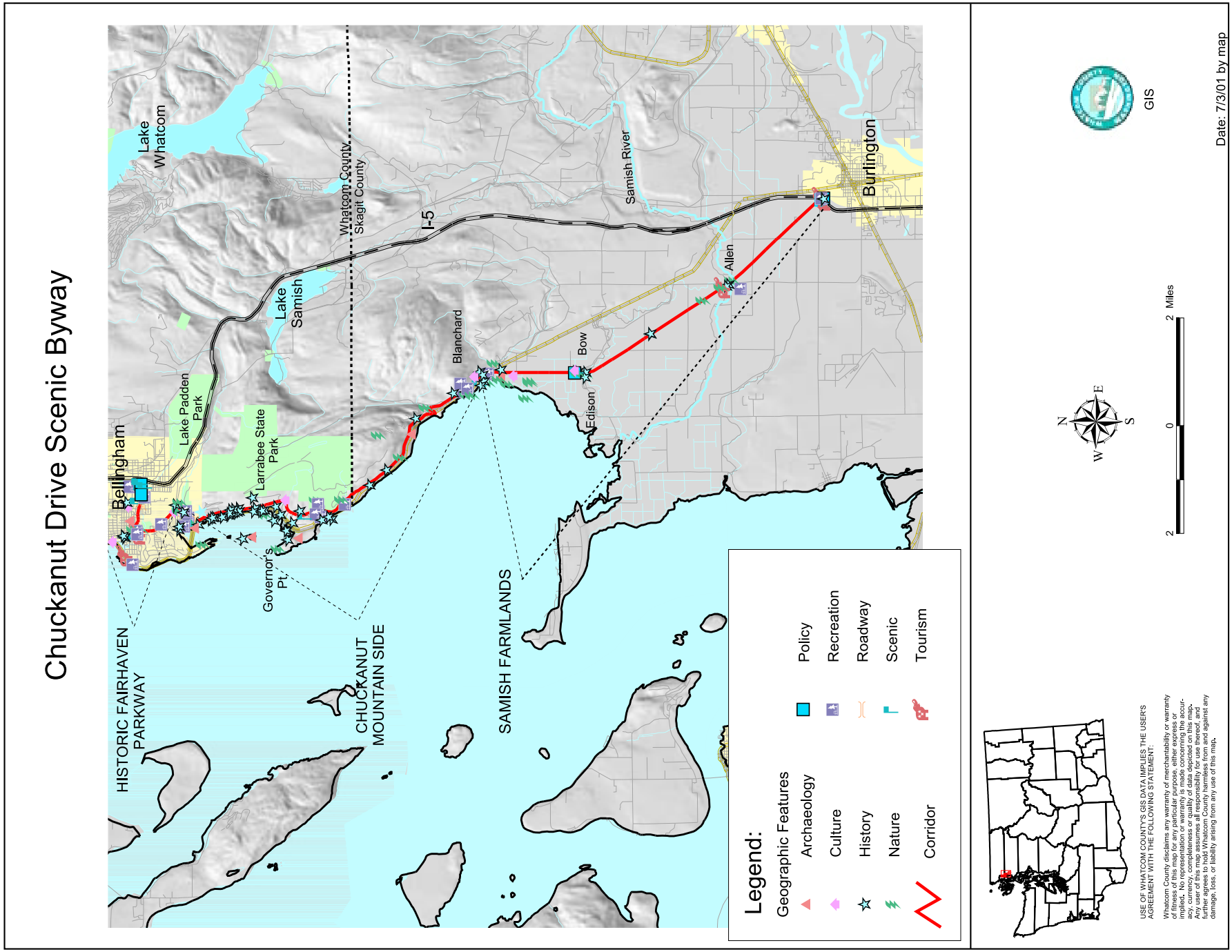
Section V: Maps

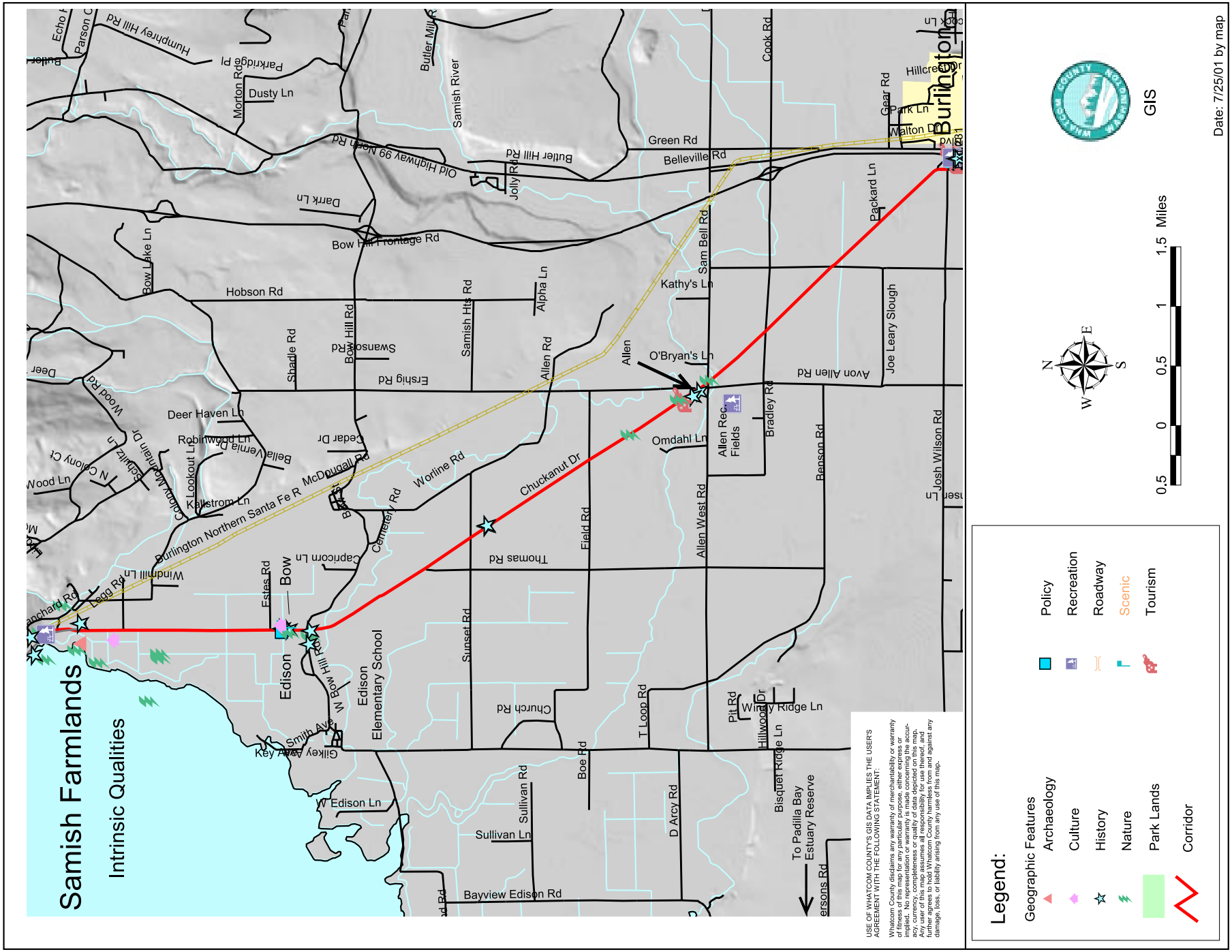
INTRINSIC QUALITY AND LAND USE MAPS

The maps on the following pages illustrate the intrinsic qualities and land use patterns of Chuckanut Drive. In separate maps, each of the three community areas is detailed to show more specifically the areas where particular opportunities and interests converge.

The maps were produced through use of Geographic Information Systems (GIS) software linked to the intrinsic qualities database and action strategies list. Detailed information about each of the points plotted on the maps is listed in Appendix 2.


BELLINGHAM
Fairhaven
Bellingham Bay
Lake Whatcom
LOOKOUT MOUNTAIN
CHUCKANUT MOUNTAINS
STATE FOREST
LARRABEE PARKLANDS
TEDDY BEAR COVE CO. PARK
LARRABEE STATE PARK
WHATCOM COUNTY
SKAGIT COUNTY
Samish Bay
BLANCHARD
EDISON
BALLYFIELDS
Trailhead(s)
Parking
SAFE DRIVING TIPS
TRAIL RULES


Chuckanut Drive Scenic Byway
HISTORIC FAIRHAVEN PARKWAY
CHUCKANUT MOUNTAIN SIDE
SAMISH FARMLANDS
Bellingham
Lake Padden Park
Larrabee State Park
Governor's Pt.
Lake Whatcom
Lake Samish
Whatcom County
Skagit County
I-5
Blanchard
Edison
Bow
Allen
Samish River
Burlington
Legend:
Geographic Features
Archaeology
Culture
History
Nature
Corridor
Policy
Recreation
Roadway
Scenic
Tourism
N
E
S
W
2
0
2 Miles
GIS
Date: 7/3/01 by map
USE OF WHATCOM COUNTY'S GIS DATA IMPLIES THE USER'S AGREEMENT WITH THE FOLLOWING STATEMENT:
Whatcom County disclaims any warranty of merchantability or warranty of fitness of this map for any particular purpose, either express or implied. No representation or warranty is made concerning the accuracy, currency, completeness or quality of data depicted on this map. Any user of this map specifically agrees not to hold Whatcom County and further agrees to hold Whatcom County harmless from and against any damage, loss, or liability arising from any use of this map.


Samish Farmlands
Intrinsic Qualities
Legend:
Geographic Features
Archaeology
Culture
History
Nature
Park Lands
Corridor
Policy
Recreation
Roadway
Scenic
Tourism
GIS
Date: 7/25/01 by map
0.5 0 0.5 1 1.5 Miles
N
E
S
W
Burlington
Edison
Bow
Edison Elementary School
Allen Rec. Fields
Burlington Northern Santa Fe R
Samish River
Chuckanut Dr
Bow Hill Rd
Bow Hill Frontage Rd
Old Highway 99 North Rd
Butler Hill Rd
Belleville Rd
Green Rd
Sam Bell Rd
Allen West Rd
Allen Rd
Thomas Rd
Worline Rd
Cemetery Rd
Sunset Rd
Samish Hts Rd
Hobson Rd
Ershig Rd
Swansonville Rd
Shadle Rd
Darrk Ln
Bow Lake Ln
Deer Haven Ln
Robinwood Ln
Lookout Ln
Kelstrom Ln
Cedar Dr
McDougall Rd
Capricorn Ln
Windmill Ln
Legg Rd
Estes Rd
W Bow Hill Rd
Smith Ave
Gilkey Ave
Key Ave
W Edison Ln
Sullivan Ln
Sullivan Rd
Bayview Edison Rd
Boe Rd
Field Rd
T Loop Rd
D Arcy Rd
Church Rd
Pit Rd
Windy Ridge Ln
Hillwood Dr
Bisquet Ridge Ln
To Padilla Bay Estuary Reserve
Benson Rd
Bradley Rd
Omdahl Ln
O'Bryan's Ln
Allen
Kathy's Ln
Avon Allen Rd
Joe Leary Slough
Josh Wilson Rd
Packard Ln
Gaar Rd
Park Ln
Walton Dr
Hillcrest Dr
Cook Rd
Jolly Rd
Butler Mill R
Morton Rd
Dusty Ln
Parkridge Pl
Humphrey Hill Rd
Echo
Parson C
Wood Rd
Wood Ln
N Colony Ct
Deer
Colony Mountain Dr
Schuitz Ln
Bella Vernia Pl
Cedar Dr
Exit 231
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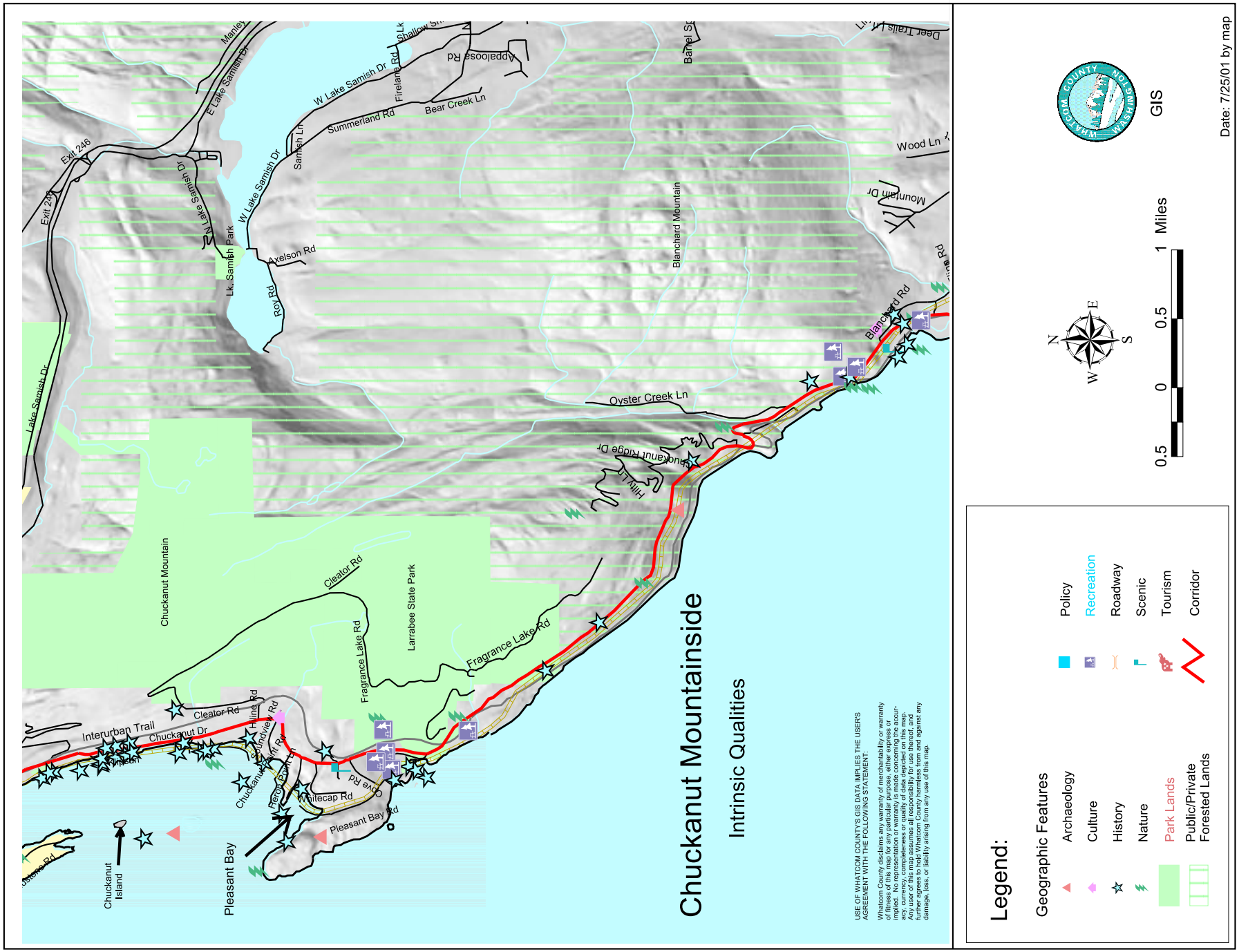
Chuckanut Mountainside
Intrinsic Qualities
USE OF WHATCOM COUNTY'S GIS DATA IMPLIES THE USER'S AGREEMENT WITH THE FOLLOWING STATEMENT:
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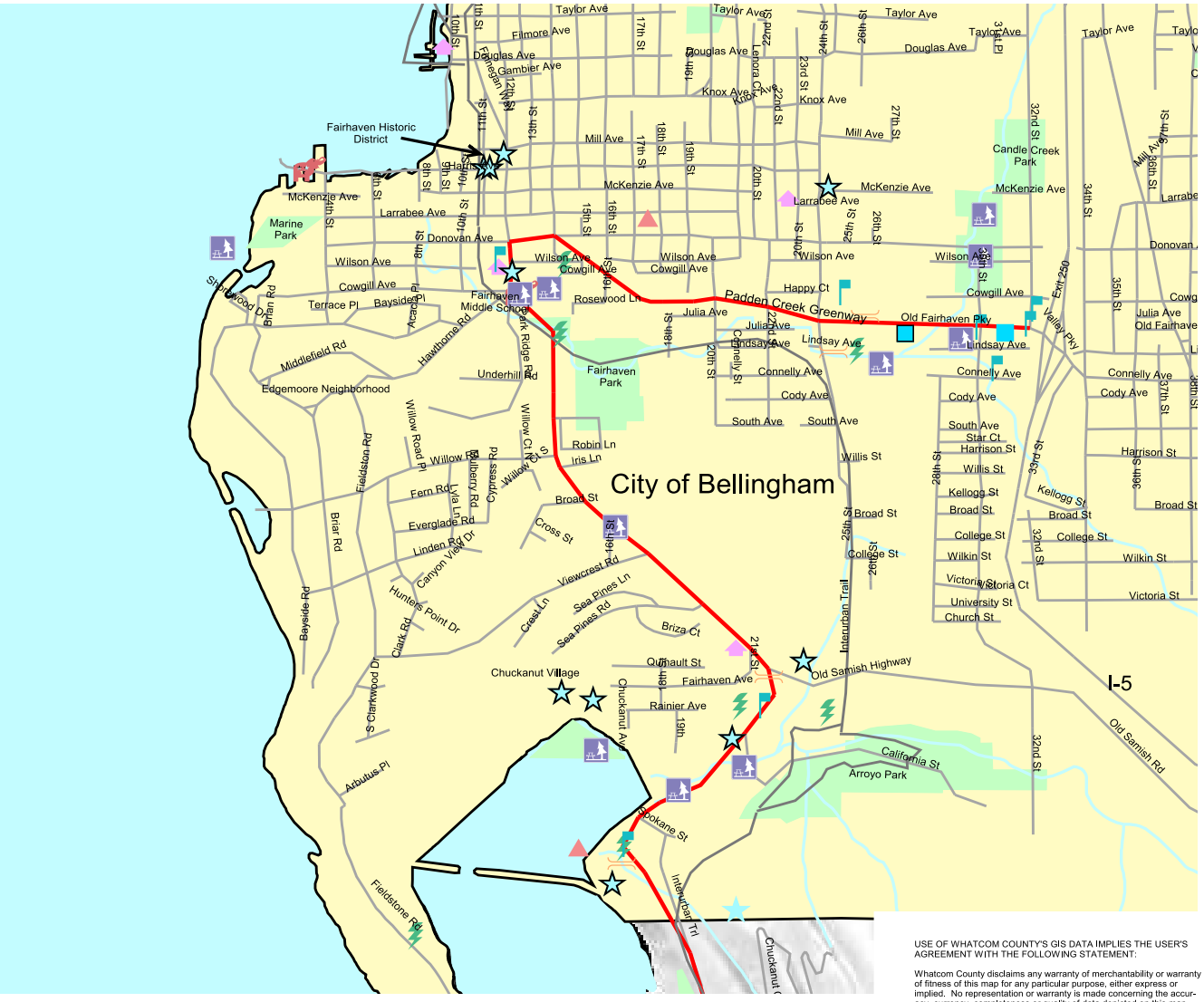
Legend:
Geographic Features
Archaeology
Culture
History
Nature
Park Lands
Public/Private Forested Lands
Policy
Recreation
Roadway
Scenic
Tourism
Corridor
N
E
S
W
0.5
0
0.5
1 Miles
WHATCOM COUNTY WASHINGTON
GIS
Date: 7/25/01 by map
Chuckanut Island
Pleasant Bay
Interurban Trail
Chuckanut Dr
Cleator Rd
Chuckanut Mountain
Fragrance Lake Rd
Larrabee State Park
Cleator Rd
Fragrance Lake Rd
Chuckanut Ridge Dr
Oyster Creek Ln
Blanchard Mountain
Blanchard Rd
Wood Ln
Mountain Dr
Bethel St
Appaloosa Rd
Bear Creek Ln
Summerland Rd
W Lake Samish Dr
Firelane Rd
Samish Ln
Axelson Rd
Roy Rd
Lk. Samish Park
N Lake Samish Dr
E Lake Samish Dr
Lake Samish Dr
Exit 246
Exit 249
Manley
Pleasant Bay Rd
Whitecap Rd
Dive Rd
Ferry Dock Rd
Chuckanut Trail Rd
Groundview Rd
Hillline Rd

Historic Fairhaven Parkway

Intrinsic Qualities



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Legend:

Geographic Features

- Archaeology
- Culture
- History
- Nature
- Public Lands
- Corridor
- Policy
- Recreation
- Roadway
- Scenic
- Tourism

N
W E
S

0.25 0 0.25 0.5 Miles

GIS

Date: 7/25/01 by map

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APPENDICES

The following Appendix documents are available separately by request to the Whatcom Council of Governments:

Appendix 1: Participant List and Contact Information

Appendix 2: Intrinsic Quality Database, Responsibility Matrix, and Recommendations Summary

Appendix 3: Outdoor Advertising Compliance Documentation