

Corridor Action Plan

Interpretive and Tourism Projects and Activities



Prepared for the
Washington State Agency Assistance Team:

- Historical Society
- Parks and Recreation Commission
- Department of Transportation
- Tourism Office
- Department of Fish and Wildlife

September 2001

INTRODUCTION

Statement of Purpose 1
Agency Assistance Team 1
The Vision 1
Preparing for the Bicentennial 2
Plan Development 2
Whose Plan is This?..... 3
Governor’s (Washington State) Lewis and Clark Trail Committee..... 4
Lewis and Clark Bicentennial Advisory Committee 4
Consultant Team 5
Plan Availability..... 5

PUBLIC INVOLVEMENT AND OUTREACH PROGRAM

Overview 7
Community Involvement During Plan Development 7
Tribal Involvement 8
Public Input on Evaluation Criteria 10
Suggestions for Ongoing Public Involvement..... 10

EXISTING CONDITIONS ANALYSIS AND SITE EVALUATION

General Description of the Corridor and Trail Routes in Washington 13
Overview of the Lewis and Clark Expedition 13
The Experience of the Corps of Discovery in Washington..... 15



The Lewis and Clark Trail in Washington Today	18
Site Evaluation Methodology: Determination of Sites and Projects to be Evaluated and Overview of the Evaluation Process	19
Public Input and Field Confirmation	19
Review of Existing Highway Plans and Corridor Management Plans	20
Individual Project Compliance with Adopted Plans and Policies	21
Site Evaluation Worksheets	21
Internet Research and Other Reference Materials.....	22
Photography and Video Record	22
Site Evaluation Summary.....	22
List of Evaluated Sites/Projects.....	23
Statewide Map Showing Evaluated Sites/Project Locations.....	25

RECOMMENDATIONS AND PROJECT PRIORITIZATION

Consumer Travel Research	27
General Recommendations for the Entire Lewis and Clark Trail Corridor in Washington	34
Project-Specific Recommendations.....	42
Project Prioritization.....	42
Washington's Top Priority Projects	47
Other High Priority and Secondary Priority Projects	51

PLAN IMPLEMENTATION, PARTNERING, AND INTERAGENCY COORDINATION

Steps to Project Implementation.....	59
The Benefits of Implementing the Lewis and Clark Corridor Action Plan.....	60



DESIGN GUIDELINES FOR OUTDOOR INTERPRETIVE EXHIBITS

Introduction and Background 63
 Content and Organization of the Design Guidelines 63
 The Process of Developing Outdoor Interpretive Exhibits 64
 Administrating the Design Guidelines 65
 How to Get a Copy of the Design Guidelines 65

CONCEPTUAL PLANS FOR TOP PRIORITY PROJECTS

Overview 67
 Clarkston Area and Chief Timothy State Park Improvements 67
 Horsethief Lake State Park 72
 Pacific County Discovery Trail 75
 Traveling Exhibit: The Lewis and Clark Expedition from the Native American Perspective 79

THE “END OF OUR VOYAGE” GUIDE

. 83

THE LEWIS AND CLARK TRAIL INTERPRETIVE WAYSIDES PROJECT

Project Description 85
 Criteria for Selecting Locations for Kiosks and Panels 85
 Anticipated Project Schedule 86
 Maps Showing Locations of Existing and Proposed Interpretation 86
 Proposed Sites for Interpretive Markers 87



Statement of Purpose

In anticipation of the 200th anniversary of the Corps of Discovery, the Expedition to the Pacific Coast led by Captains Meriwether Lewis and William Clark, a consortium of Washington state agencies have teamed their efforts to create this *Corridor Action Plan* for interpretive and tourism projects and activities in Washington.

The plan creates important opportunities for interpretation and stewardship along the Washington segment of the Lewis and Clark National Historic Trail and provides the foundation for sustaining long-term tourism development efforts associated with visitor interest in the history of the Lewis and Clark Expedition.

This planning project has been funded by the Washington State Legislature, federal scenic byway grants, and additional matching state agency funds.

Agency Assistance Team

The Agency Assistance Team (AAT) responsible for guiding the planning process to date includes representatives from the:

- Washington State Historical Society
- Washington State Parks and Recreation Commission
- Washington State Department of Transportation
- Washington State Office of Trade and Economic Development, Tourism Office
- Washington State Department of Fish and Wildlife

These agencies have collaborated to provide guidance during the planning process; review the plan recommendations; reach consensus about project prioritization; and oversee future plan implementation and development of the recommendations in the plan.

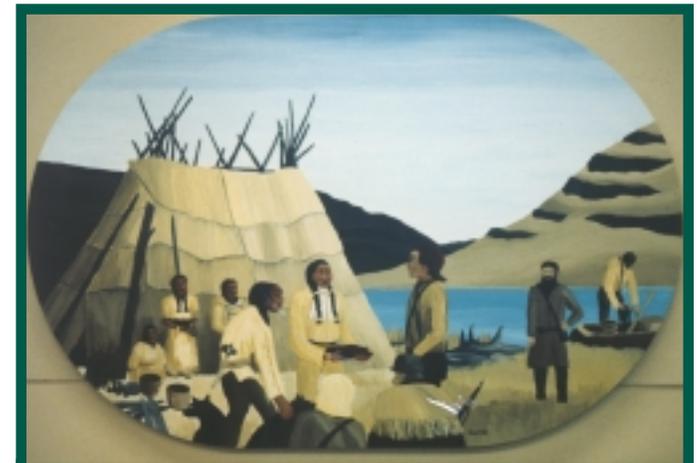


Agency Assistance Team meeting 1999

The Vision

Public input and involvement in the planning process has provided important guidance in shaping the approach to bicentennial planning to reflect the values and perspectives of the people along the trail. Bicentennial planning is being accomplished in accordance with the following goals:

- Leave a lasting legacy of improvements (interpretive, safety, infrastructure, heritage protection) along the Lewis and Clark Trail Highway in Washington.
- Enhance visitors' experiences along the Lewis and Clark Trail Highway.
- Encourage development of plans and projects



*Visiting the Nez Perce village at Alpowai Creek on the Snake River
Painting reproduced courtesy of Washington State Parks and Recreation Commission;
artist: Dick Clifton*

that are consistent with the values and perspectives of tribes and local communities along the trail route.

- Strengthen the relationship between the Lewis and Clark Bicentennial and various public and private sites and services in Washington.
- Relate the significance of and provide interpretation about the Lewis and Clark Expedition to people of the Pacific Northwest, the nation, and the world.

Preparing for the Bicentennial in Washington

People throughout Washington have been planning and preparing to commemorate the bicentennial of the Lewis and Clark Expedition for several years now. The bicentennial will occur from 2003 through 2006 nationally. In Washington, the Agency Assistance Team has been collaborating to assist tribes, local communities, and other agencies along the trail with planning and preparations for the bicentennial.

Development of this *Corridor Action Plan* for interpretive and tourism projects and activities, and subsequent implementation of the plan's recommendations, represents only one component of bicentennial planning.

In addition to interpretive and tourism planning, the Washington State Historical Society, lead agency for bicentennial planning, has developed an educational plan, which includes a toolbox of educational programs for people of all ages. The Historical Society is also coordinating events planning, which will include working with tribes and local communities to support the Corps II

project, a traveling workshop sponsored by the National Park Service that will occur during the bicentennial years.

Involvement of American Indian tribes whose ancestors interacted with the Lewis and Clark Expedition and/or whose homelands are located in the vicinity of the trail is a high priority in all of these bicentennial planning efforts.

Plan Development

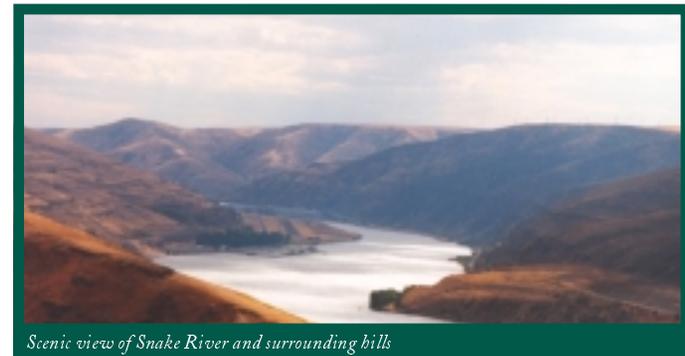
Development of the *Corridor Action Plan* began in the summer of 1998 with field work and assessment of existing conditions across the Lewis and Clark Trail and Highway system in Washington. Planning tasks completed to date include:

- Extensive public involvement throughout the duration of the planning process, including community workshops; meetings and outreach presentations with local communities, bicentennial committees, tribes, and other involved organizations; and development and distribution of a quarterly newsletter;
- An assessment of historic sites, landscapes, recreational and interpretive opportunities, traveler/visitor facilities, and general transportation systems along the trail;

“The work that we are now doing is, I trust, done for posterity in such a way that they need not repeat it. We shall delineate with correctness the great arteries of this country.

Those who come after us will fill up the canvas we begin.”

— Thomas Jefferson



Scenic view of Snake River and surrounding hills



- General and site specific recommendations for visitor facilities and interpretive improvements along the trail and related prioritization and implementation of these identified projects (resulting in the top priority and high priority project lists included in this plan);
- Conceptual plan development for selected top priority projects along the trail;
- Consumer travel research through focus group sessions and interceptor surveys and development of marketing and tourism promotion strategies;
- Design guidelines for outdoor interpretive exhibits to be developed in association with bicentennial commemorative projects; and
- Development of the “End of Our Voyage” guide with historical highlights and illustrative maps that tell the story of the Lewis and Clark Expedition in Washington.

With the completion of these planning efforts, several bicentennial projects identified in this plan are now moving forward towards implementation. For example, Washington state is proceeding with the design and development of a series of interpretive kiosks and panels to be installed along the trail by the summer of 2002.

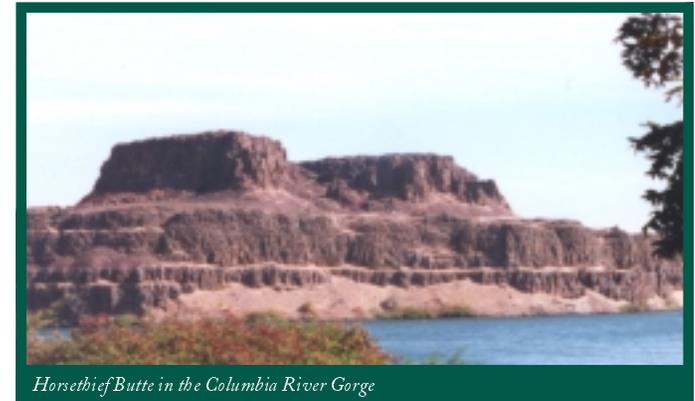
This *Corridor Action Plan* provides a summary of the planning efforts completed to date and a status report on several projects underway. The action plan contains recommendations to be completed over the near term in order to prepare for the national bicentennial commemoration, as well as actions to be completed on an

ongoing basis and over the long term, after the bicentennial. These ongoing and long term actions will help to reinforce the Lewis and Clark Trail as an important destination and cherished place of history in Washington – a place that provides a lasting legacy of sustainable interpretive, educational, social, cultural, scenic, and recreational opportunities for those who live along the trail, as well as those who come to visit.

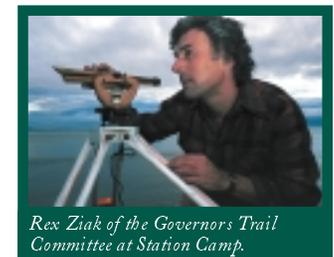
As the Lewis and Clark Bicentennial draws near, it is anticipated that the priority project lists, and potentially other elements of this plan will need to be updated periodically. As some projects are implemented, others may move up on priority status. Also, it is anticipated that new ideas and strategies for projects will develop prior to the bicentennial.

Whose Plan is This?

This plan was developed through extensive public involvement, and thus, it reflects the sentiments and interests of the many citizens throughout the region who participated in this process. The process was coordinated by the state Agency Assistance Team and supported by the consultant team, but many others helped to create this plan along the way.



Horseshoe Butte in the Columbia River Gorge



Rex Ziak of the Governors Trail Committee at Station Camp.

The Governor's [Washington State] Lewis and Clark Trail Committee assisted with historical review and prioritizing interpretive projects in accordance with their relationship to the history of the Expedition. The Lewis and Clark Bicentennial Advisory Committee also provided review, guidance, and assistance during the planning process. Many local Lewis and Clark Bicentennial committees and organizations have also been involved throughout the process.

Governor's [Washington State] Lewis and Clark Trail Committee

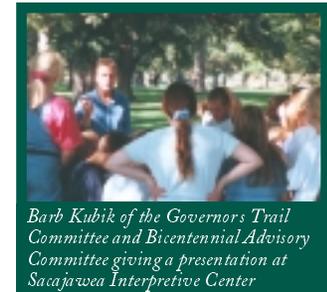
The Governor's [Washington State] Lewis and Clark Trail Committee includes representatives from around the state who are appointed by the Governor to act in an official capacity as experts on the Lewis and Clark Expedition. The committee provided valuable guidance and input related to historical aspects of the Lewis and Clark Expedition



The Governor's Trail Committee at work

during the process of developing this plan, including the evaluation of historic events of the Expedition and their relationship to various sites along the trail in Washington.

The committee will continue to be involved in planning and implementation activities related to the bicentennial in the coming years. The committee is available to assist with historical accuracy reviews and with recommendations for resource materials for Lewis and Clark Trail related projects. The committee is administrated through the Washington State Parks and Recreation Commission.



Barb Kubik of the Governor's Trail Committee and Bicentennial Advisory Committee giving a presentation at Sacajawea Interpretive Center

Lewis and Clark Bicentennial Advisory Committee

This governor-appointed committee of tribal representatives, citizens from local towns and cities along the trail, state legislators and elected officials, and state agency department heads was established by legislative statute in 1999. The committee provides oversight and guidance for bicentennial projects and related planning efforts. The Committee meets three times a year to review and discuss the progress of plans and projects for commemorating the bicentennial of the Lewis and Clark Expedition in Washington. The committee is administrated through the Washington State Historical Society.



Bicentennial Advisory Committee meeting, 2000



Consultant Team

The consultant team is being led by Otak, Inc., a multi-disciplinary planning and design firm with offices in Washington and Oregon. Pacific Rim Resources, Inc., a public affairs firm, is a subconsultant on the team. Other subconsultants involved in developing the plan components include Linda Feltner, interpretive artist and naturalist; Cultural Resources Management, a consulting firm specializing in historic and cultural resources; and Ilium Associates, Inc., a graphic design firm.

Plan Availability

To obtain a copy of this plan or to find out where it is available for review, contact Jean Peterson at the Heritage Resource Center at (360) 586-0219 or send an e-mail message to jpeterson@wshs.wa.gov. You can also contact Erin Tam at Otak, Inc. at (206) 224-7221 or send an e-mail message to her at erin.tam@otak.com.



View from Chief Timothy State Park, looking west.

*“wrothey of remark that not
one Stick of timber on the
river near the forks...”*

William Clark,
October 10, 1805

Overview

Public input and involvement in the planning process has provided and will continue to provide important guidance in shaping the plans for the bicentennial to reflect the values and preferences of tribes, representatives from local towns, cities, and communities, and other stakeholders along the trail route. The public involvement program is an essential component of the planning process and should be continued in the years before, during, and after the bicentennial.

Community Involvement During Plan Development

During the course of the planning process, over 30 public meetings have been held in communities across the state. Public meetings and workshops were held during the following months to gain community input on projects and activities for commemorating the Lewis and Clark Bicentennial.

- October 1998
- December 1998
- May 1999
- October 1999
- September 2000
- December 2000
- June and July 2001

In addition to the public workshops and meetings, the consultant team worked together with the AAT to develop a project information newsletter, which was distributed to various organizations and individuals throughout the state.

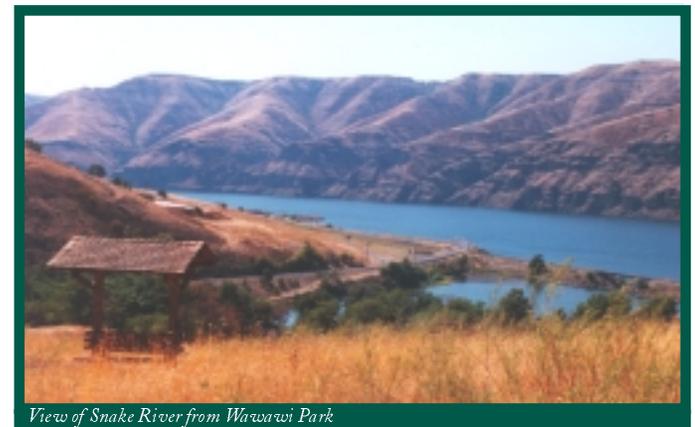
A public involvement kit, containing copies of the worksheets and information presented at the public workshops was created so that community representatives and organizations could conduct their own meetings to gather ideas and comments for the planning process. Worksheets from the public involvement kits were then mailed into the consultant team and subsequently evaluated and included in the planning process.

A media packet with project information and graphics was made available to representatives from the media across the state. Several newspaper articles describing the project and announcing the public meetings were published.

Public workshops and meetings during the plan development process were well attended. Workshop participants were asked to provide ideas about important sites along the



Public meeting September 1999



View of Snake River from Warawai Park

trail corridor in Washington, as well as to rank several criteria being considered for use in prioritization of recommendations.

Here is a sampling of the public comments we've heard:

I think including the Native American point of view is very important and I am glad to see it being included in this. I am looking forward to being involved in this very worthwhile project.

*We are a gateway to our state. It would be great to have a full blown center in our town.
(Clarkston Resident)*

Sacajawea, Lewis and Clark [Trail] (near Dayton), Lyons Ferry, and Palouse Falls [existing state parks] should not be closed...

Each county should have at least one featured site.

In the jillions of words that have been written about the Lewis and Clark Expedition, very little has been written about what they saw in the Columbia River Gorge.

The McGowan Site, located east of Fort Columbia, adjacent to the old St. Marys Church is arguably the most important site in the area.

Tribal Involvement

During the Expedition, the members of the Corps of Discovery encountered and were aided by the people of many different tribes. As they traveled along the Snake and

Columbia rivers in present-day Washington, the members of the Expedition met native people almost every day. The food and supplies offered as gifts or through trade by many tribes helped to sustain the Corps through the entire journey, and without the help of native peoples, the Expedition would not have succeeded.

Tribal participation and involvement in bicentennial planning and projects is a principal goal of the National Bicentennial Council and the state of Washington as these entities move forward with plans for the commemoration. As the National Bicentennial Council's mission statement reads:

The Lewis and Clark Expedition of 1803-1806 was a major event that shaped the boundaries and the very future of the United States. It is the mission of the National Lewis & Clark Bicentennial Council to commemorate that journey, re-ignite its spirit of discovery, and acclaim the contributions and goodwill of the native peoples.

In cooperation with state, federal, and tribal governments and all interested individuals and organizations, the Council will promote educational programs, cultural sensitivity and harmony, and the sustaining stewardship of natural and historical resources along the route of the Expedition.

In Washington, tribes have been involved throughout the development of this plan, and continue to be involved with projects as they move forward through implementation. Tribal representatives have participated in public workshops



Public meeting in Kennewick, September 1998



Peace and Friendship Medal (front and back) presented to Native American tribes by the Lewis and Clark Expedition.



where projects were discussed and prioritized and have provided input and ideas for bicentennial activities.

The Washington State Historical Society has also coordinated several “Regional Roundtable” sessions, where members of tribes from around the northwest have come together to share their views, concerns, and interests related to the bicentennial. The Regional Roundtables have led to important ideas and projects, such as The Confluences or Simiinekem project. This project will involve the artwork of the internationally known artist, Maya Lin, at four sites along the Snake and Columbia rivers in Washington to interpret the story of the Lewis and Clark Expedition from the perspective of Native American tribes.

It is important to note that tribal involvement in general bicentennial planning and activities does not necessarily constitute formal endorsement of any one or more of the projects listed in this plan. Organizations and agencies involved in ongoing implementation of individual bicentennial projects are encouraged to seek the involvement and participation of tribes whose homelands are located in the vicinity of the project, or who have a specific cultural relationship to the project.

Washington's Lewis and Clark Trail Interpretive Waysides Project is currently underway and has involved coordination with several tribes. Comments and input from the tribes are helping to shape the topics and themes to be illustrated and described on each interpretive panel. These comments have not only provided guidance for this project, but also for ongoing bicentennial planning and activities in general.

Here are some of the things we have heard from tribal representatives:

Interpretive maps and trail orientation guides should illustrate historic tribal homelands, as well as modern-day locations of cultural centers.

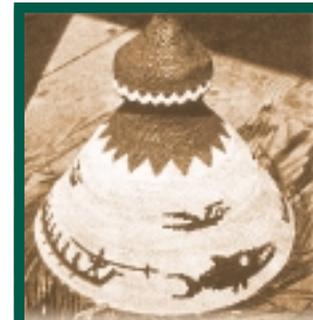
The historic site of Celilo Falls is one of our most important sites for interpretation. There are also many other important places that should be interpreted.

Native American tribes established trade routes across the country long before Lewis and Clark and other explorers came here. Interpret information about the items that were traded at the Columbia River.

Be sure that interpretation expresses accurate stories in consultation with tribes. Many tribes do not feel that the Lewis and Clark journals convey accurate information.

Use aboriginal/tribal names for place names along the trail. Infuse native words and languages into the interpretation and interpret various aspects of native culture and languages.

Each tribe has its own specific traditions and cultural heritage, and this was evident as the Lewis and Clark Expedition came through. Each tribe should be consulted for their own interpretation along the trail. Recognize and respect our cultural heritage and traditions.



Double coned hat typically worn by Pacific Northwest coastal tribes. Image courtesy of the Oregon Historical Society OrHi#92243.

“In the evening a young Chief 4 men and 2 women of the War-ci-a-cum (Wahkiakum) tribe came in a large canoe with Wapto roots, Dressed Elk Skins &c. to Sell, the Chief made me a present of about a half a bushel of those roots — we gave him a medal of a Small Size and a piece of red ribin to tie around the top of his Hat which was made with a double cone...”

*William Clark,
December 29, 1805*

Consider including some interpretation that focuses on indigenous plants and how native people have used these throughout history. Convey stewardship messages related to cultural protection of indigenous plant species and sensitive archeological sites, and be careful not to identify the specific locations of sensitive sites and areas. Work closely with us on interpreting this information.

Interpretation should address the changes that have occurred over the last 200 years – changes in the rivers, and the effects on natural systems and habitats of fish and wildlife, including salmon and other species.

Ongoing involvement of tribes is very important. We often are asked to participate at the beginning of a project, and sometimes, as the project continues, we are left out of the loop. Or, sometimes, we are asked to become involved too late in the process. Continuous involvement from beginning to end will ensure that our views are heard and implemented.

We were here to greet the Lewis and Clark Expedition 200 years ago, and we are here to greet people visiting the trail today. Sometimes people forget that Native American tribes still actively exist along the trail. Our people are still here – we didn't leave. We will always be here.

Public Input on Evaluation Criteria

The worksheets from the community workshops and public involvement kits included a section that asked the public to rate the importance of various criteria that was being considered for later use in evaluating and prioritizing recommendations for projects and sites along the trail

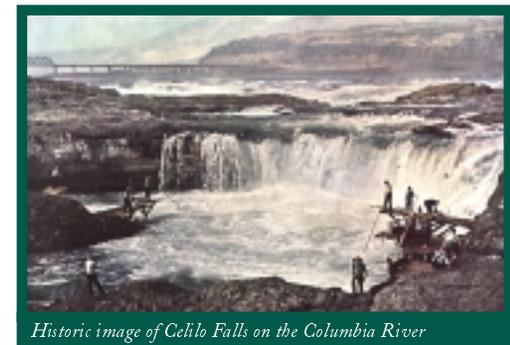
corridor. After all the worksheets were received, ratings were tabulated, and each criteria was assigned a weighted score that corresponded to the public's rating of the level of importance of that criteria. The process of evaluating recommendations according to these criteria is described in more detail in the "Recommendations and Project Prioritization" section of the plan.

Suggestions for Ongoing Public Involvement

Ongoing public involvement will be critical to the success of implementing the recommendations of the Lewis and Clark Interpretive and Tourism Plan. Tribes, communities, agency representatives, and other interested groups and individuals along the corridor will continue to be informed of bicentennial planning activities and progress on projects. Information made available to the public will also assist state and local agency representatives as they pursue funding and seek support for projects in the legislature.

"Commemoration, not Celebration"

The use of the term "commemoration" is generally more appropriate than the use of the term "celebration" in association with activities of the Lewis and Clark bicentennial. Not everyone can "celebrate" the Lewis and Clark Bicentennial. By leading the way for westward expansion of the United States and Euro-American emigration, the Lewis and Clark Expedition forever changed the lives and cultures of the native peoples of this country. For Native Americans, the Lewis and Clark Expedition was an important milestone, but it was only one part of a story that spans many thousands of years. Many tribes see Lewis and Clark Bicentennial commemorative projects and events as opportunities to interpret and educate others about their culture and homelands, including important aspects about their way of life before and after the Lewis and Clark Expedition.

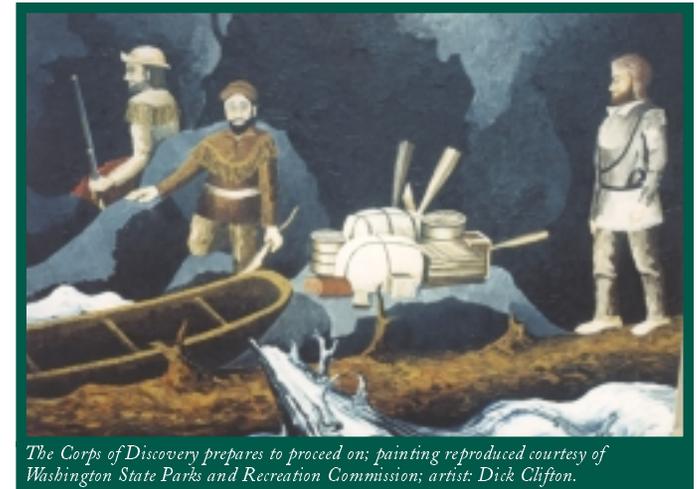


Historic image of Celilo Falls on the Columbia River



Ongoing public involvement should include the following activities at a minimum:

- Quarterly newsletters will be distributed to all names in the database developed during the planning process over the last few years, contingent upon available funding throughout the bicentennial era. The newsletters will help to keep people informed of activities related to bicentennial planning, project implementation, and events. It is envisioned that monthly electronic format newsletters will be distributed to those who have access to e-mail, but this will also be contingent upon available funding and resources.
- Project or region specific public workshops and meetings should continue to be held involving representatives from tribes, local communities, bicentennial committees, Governor's Trail Committee members, technical experts, and other involved agencies as part of ongoing bicentennial planning and more detailed planning and design for recommended projects.
- Outreach to local heritage groups, tourism promotion offices, chambers of commerce, local economic development organizations, tribal representatives, local Lewis and Clark organizations, and other interested parties should continue. This outreach will provide opportunities to gain input and comments related to bicentennial planning and to provide information about available funding and grant writing training. Outreach meetings could be conducted in a "traveling workshop format," similar to those held in past years.
- Formal briefings and presentations to members of the US Congress, representatives from the State legislature, local elected officials, and others should continue as projects and activities related to the bicentennial take shape.
- Additional focus group sessions/traveler surveys and other consumer travel research activities should be conducted. Information obtained from this research would continue to provide helpful insight into the needs and expectations of the traveling public who will be coming to Washington to experience the Lewis and Clark Trail.
- State and regional conferences and symposiums centered around Lewis and Clark Bicentennial planning and project implementation activities should be held.
- Press releases and contacts with the media should continue as projects and bicentennial planning efforts progress.



"We Set out early and proceeded on passed a rapid at two miles, at 6 miles we came too at Some Indian lodges and took brackfast, we purchased all The fish we could and Seven dogs ..."

William Clark,
October 11, 1805

General Description of the Corridor and Trail Routes in Washington

The planning area has included the Lewis and Clark Trail corridor extending from Clarkston at the Idaho border to the mouth of the Columbia River and the Pacific Ocean, in the vicinity of Ilwaco and Long Beach.

The corridor includes the Lewis and Clark Trail routes in Washington, as well as the officially designated Lewis and Clark Highway routes by action of the Washington State Legislature. Additional routes were added in recent years as a result of Bicentennial planning efforts. Currently designated Lewis and Clark Highway routes from east to west across Washington include:

- State Route 193, from the junction with US Highway 12 in Clarkston to the junction with Wawawai River Road
- Portions of US Highway 12
- State Route 124
- US Highway 395 and Interstate 82 through the Tri-Cities region
- State Route 14
- Interstate 5
- State Routes 432 and 4
- State Route 401
- US Highway 101, Loop 100 and Spur 100 at Cape Disappointment
- State Route 103 to Long Beach

Publicly accessible sites along all of these highway routes, and along the westbound water trail route down the Snake and Columbia Rivers, and the eastbound return route, a portion of which extends overland from present-day Wallula to Chief Timothy State Park, have been evaluated as part of the planning process.

Overview of the Lewis and Clark Expedition

The 1803 through 1806 Lewis and Clark Expedition, or the Corps of Volunteers for Northwestern Discovery, as it was named by President Thomas Jefferson, has been recorded as one of the greatest accomplishments of American exploration.

President Jefferson commissioned the Expedition to map the way west through the recently purchased Louisiana Territory and then, to look for navigable passage to the Pacific Ocean in order to establish a cross-country link between the United States and the point of Captain Gray's previous exploration into the mouth of the Columbia River. Jefferson wrote detailed instructions to the Corps of Discovery, including a directive to explore a water route to the Pacific Ocean. (See sidebar.)

President Jefferson was motivated in part by his desire to establish a trade network across the country for the United States government, including further development of the western fur trade market for the US. He also was anxious to expand the country westward.

Several members of the group documented the journey by keeping daily records about the country through which they traveled and the events that occurred along the way.



“The object of your mission is to explore the Missouri River, and such principal stream of it, as, by its course and communication with the water of the Pacific Ocean may offer the most direct and practicable water communication across this continent for the purposes of commerce.”

Thomas Jefferson





William Clark



Meriwether Lewis

Lewis and Clark portraits

Captain Meriwether Lewis and Captain William Clark were particularly meticulous about describing the details of the journey.

The Corps of Discovery left its initial winter camp and started up the Missouri River on May 14, 1804. The party consisted of 45 men, 16 of whom were engaged to go only as far as the Mandans in North Dakota, where the party spent the winter of 1804-1805. Sacagawea, a Shoshone Indian woman, and her husband Touissant Charbonneau, a French-Canadian, joined the Expedition at the Mandan villages on the Missouri River as interpreters. It was realized later during the journey that Sacagawea's presence, as well as that of her newborn child, conveyed the peaceful intentions of the Corps of Discovery to many tribes encountered along the way, particularly in the Pacific Northwest.

The experiences of the Corps of Discovery were legendary, filled with wonder and adventure. The time they spent in the area today known as Washington State was really the climax of their journey. Finally, after traveling thousands of miles and encountering a multitude of obstacles and often

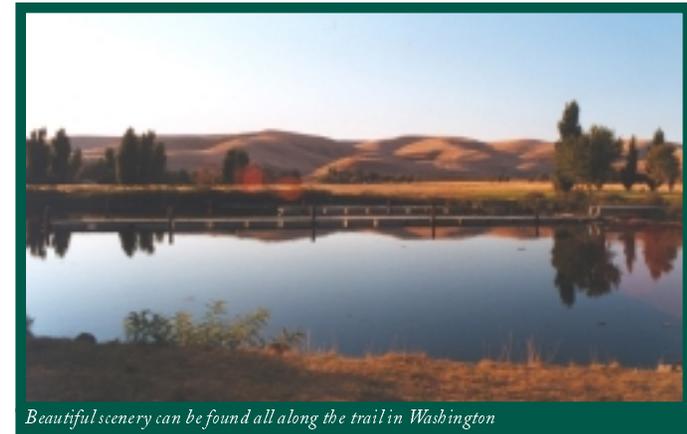
treacherous conditions, they had reached the Pacific Ocean, their principal goal.

On September 23, 1806, the Corps of Discovery completed the journey, arriving back in St. Louis to cheering crowds. As they traveled down the Missouri, they passed many traders headed upriver toward the land of opportunity they had just explored.

Although the dream of finding the mythical "Northwest Passage" was not realized as part of their journey, the Lewis and Clark Expedition was viewed as an incredible success. They had accomplished extraordinary achievements under difficult circumstances. They had learned about the native peoples throughout the West and important aspects about their cultures, customs, and traditions, and had established friendly relations with most of the tribes they encountered.

The Corps recorded for science and history important details about the geology, wildlife, vegetation, weather, and other characteristics of the area. Through the information they recorded in their journals, members of the Expedition provided a detailed picture of the American West to the United States government, as well as many traders and pioneers eager to explore its riches.

With all of these accomplishments, the Corps of Discovery was a prominent event in US history that contributed to the



Beautiful scenery can be found all along the trail in Washington

*"Country as yesterday open
plains, no timber of any
kind...fire wood is verry
Scerce - The hills or
assents from the water is
faced with a dark rugged
Stone. The wind blew
hard this evening."*

William Clark,
October 12, 1805



opening of the vast western territory to settlement and development.

(Note: portions of the above text were adapted from *Lewis and Clark in Washington State*, a brochure developed and distributed by Washington State Parks and Recreation Commission.)

The Experience of the Corps of Discovery in Washington

After traveling 17 arduous months and thousands of miles, the Lewis and Clark Expedition entered what is now the State of Washington on October 10, 1805. On that date, they left the waters of Clearwater River and proceeded down the swift waters of the lower Snake River, emerging from the heart of the homelands of the friendly and indispensably helpful Nez Perce people.

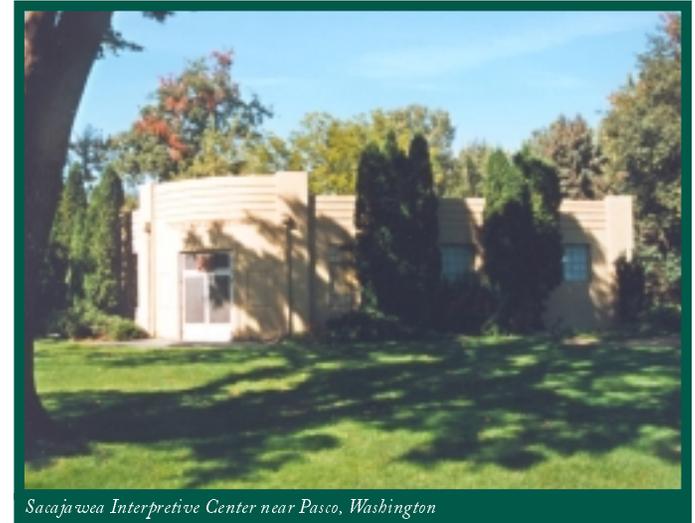
The experience of the Corps of Discovery while in this region was filled with anticipation. They had finally reached the waters that would carry them to their final destination, and now they traveled in great haste to reach the Pacific Ocean before winter. As they traveled down the Snake River, they experienced rugged landscapes and treacherous waters. The river was hazardous, but swift, enabling them to travel as much as 40 miles a day. Clark remarked in his journal that they would have portaged around rapids more frequently had they not been in such a hurry to proceed on.

After several days of westward travel down the Snake River, the Expedition reached the point where the Snake (or

Lewis's River as they called it) eventually joined the great Columbia River on October 16, 1805. Today, this is the site of Sacajawea State Park and Sacajawea Interpretive Center. While camped in this area, Clark and two men explored up the Columbia River in a light canoe, visiting with Indians along the way who were busy splitting and drying salmon. After nearing the mouth of the Tuptel (Yakima) River, Clark and his party turned back to rejoin the others.

Members of the Expedition kept detailed records of their encounters with Native American people while in this region. They traded with the tribes almost every day for food and supplies, which contributed immensely to the success of the journey.

As they continued their swift journey down the Columbia River, the sense of anticipation of reaching the ocean rose for the members of the Corps of Discovery with every passing mile. They began to see signs of trade between the tribes and the crews of ocean-going vessels. Some native people were wearing clothing of blue and red cloth, and possessed goods such as blankets and buttons that were originally obtained through trade between coastal tribes and



Sacajawea Interpretive Center near Pasco, Washington

“The wife of Shabono our interpreter we find reconciles all the Indians, as to our friendly intentions a woman with a party of men is a token of peace.”

William Clark,
October 13, 1805

sailors. The coastal native people then traded these items with inland tribes.

Near present-day Wallula, and again near Plymouth, Lewis and Clark first observed the snow-capped mountain peaks they recognized from descriptions and maps made by other explorers before them. It must have been a comforting feeling for them to have been back in the world of “known geography” after traveling hundreds of miles through previously unmapped territory.

As they continued down the Columbia River westward, the Corps eventually entered what today has been designated by Congress and Washington State as the Columbia River Gorge National Scenic Area. As they traveled through the magnificent Columbia River Gorge, they encountered and portaged around even more treacherous waters, including Celilo Falls, which today no longer exist. They named various features in the Columbia River Gorge, such as Beacon Rock, and several rivers and streams. It was at Beacon Rock that they first noticed the movement of the tides on the shoreline.

As the members of the Expedition traveled west, they continued on the river through the lower Columbia Basin, where they experienced heavy morning

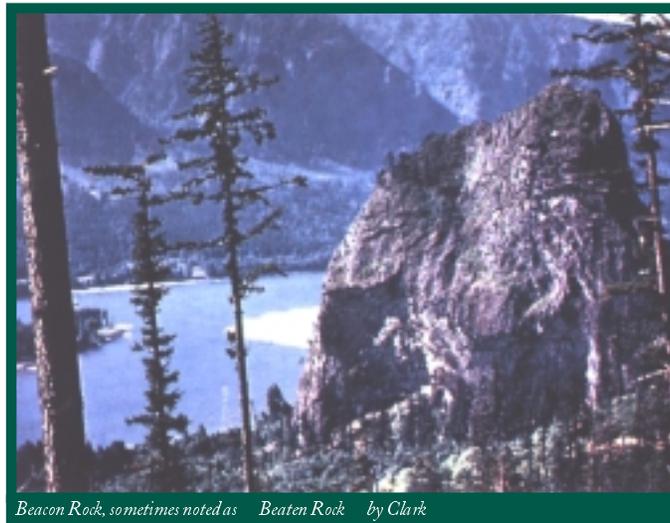
fog drifting up the Columbia, and at times became confused as to the main channel of the river. They eventually reached the estuarine environment near the mouth of the river. It was in this vicinity that the Corps of Discovery may have first viewed the Pacific Ocean on the horizon. The debate continues as to whether they actually saw the ocean from this location or just the wide expanse of the waters of Grays Bay and the mouth of the Columbia River beyond.

They later became dismayed to find that they still had several more days to travel through driving rains and winds before reaching the ocean. From November 10th through the 14th, 1805, the Corps was pinned to the rocky shore by extremely foul weather near Point Ellice. The party was in a thoroughly miserable situation. It rained almost continuously, and their clothes and bedding were saturated

and worn. At last, the storm subsided, and the party was able to go around the rocky point of land where it found a long sandy beach. The Corps finally made camp here at a site known today as McGowan (located on US Highway 101, approximately two miles west of the Astoria-Megler Bridge). Clark referred to this location as “Station Camp.” From Station Camp, Lewis and Clark each led small parties of men across Cape



Clarks map of the area near the mouth of The Columbia River



Beacon Rock, sometimes noted as Beaten Rock by Clark

“We are now at the end of our voyage, which has been completely accomplished according to the intention of the expedition”

Patrick Gass
November 16, 1805

"I landed and formed a camp on the highest Spot I could find between the height of the tides, and the Slashers in a Small bottom this I could plainly See would be the extent of our journey by water..."

William Clark
November 15, 1805

Station Camp that *all members* of the Corps of Discovery "voted" for the location of winter camp, including York, Clark's African American slave and Sacagawea, a Shoshoni Indian woman. This democratic endeavor was significant and monumental because it occurred more than a century before women and Native Americans were allowed to vote in the United States, and more than a half century before emancipation.

The Corps ultimately made the decision to cross the river to the south side to make winter camp.

While at the coast and all along their journey, the

Disappointment, where they encountered the Pacific Ocean shore and walked along the water's edge.

Recent research and interpretation of the journals of the Expedition over the last few years indicates that the Lewis and Clark campsite in the present day McGowan area may be one of the most important historic sites in the country. It was here at



Clark's survey of Station Camp.
Courtesy of the American Philosophical Society.

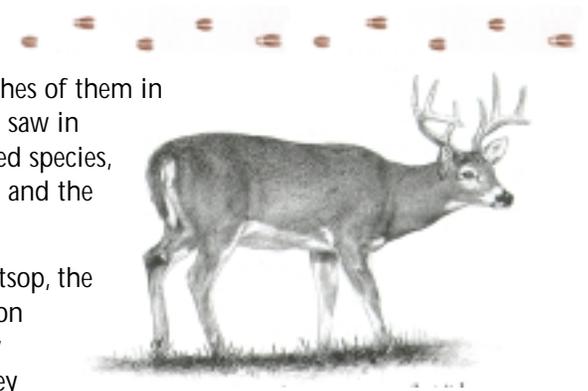
members of the Corps identified many species of plants and wildlife and included elaborate descriptions and sketches of them in their journals. Some of the animals they saw in the Pacific Northwest are now endangered species, such as the Columbian white-tailed deer and the California condor.

After a long and rainy winter at Fort Clatsop, the Corps of Discovery started back upriver on its return journey home. As soon as they felt the mountains would be passable, they left winter camp (March 23, 1806). They were anxious to return home and traveled quickly.

They followed the Columbia River eastward, and eventually reached a location near present day Wallula. Here, on the advice of the Walla Walla Indians, the Corps proceeded to take an overland "short-cut," departing from the Columbia

"We are now in plain view of the Pacific Ocean... We are now of the opinion that we cannot go any further with our Canoes, & think that we are at an end of our Voyage to the Pacific Ocean..."

Joseph Whitehouse
November 16, 1805



The Corps saw Columbia white-tailed deer at E-lal-lar or Deer Island, as it is known today. Illustration from *Animal Tracks of Washington and Oregon* by Ian Sheldon. ©1997 Lone Pine Publishing, Edmonton, Alberta. Reprinted with permission.

"these were all the common fallow deer with the long tail. I measured the tail of one of these bucks which was upwards of 17 inches long"

Meriwether Lewis,
March 28, 1806

River and traveling by land eastward through the rolling hills south of the Snake River. (This historic route extends through the towns of Waitsburg, Dayton, and Pomeroy.) Lewis estimated that taking the overland trail would shorten the route by at least 80 miles. They again joined the Snake River at present Chief Timothy State Park and camped approximately three miles east of there on the evening of May 4, 1806.

On May 5, 1806 the Corps of Discovery left what is now the state of Washington, after having documented countless important aspects of Indian culture and geography never before recorded, and proceeded on to the east.

The Lewis and Clark Trail in Washington Today

Today, the experience along the Lewis and Clark Trail in Washington is still captivating and scenic. The diverse landscapes of the past are filled with even more variety, including transitions between urban and rural areas and glimpses of many distinct agricultural crops and industries across the state.

The contrasting landscapes related to climatic variations across the state are plainly discernable to travelers following the route of the famous explorers. The eastern part of the state is quite arid and trees are scarce. Native vegetation consists largely of bunchgrass and sagebrush. Approaching the midpoint of the trail, evergreen and deciduous trees

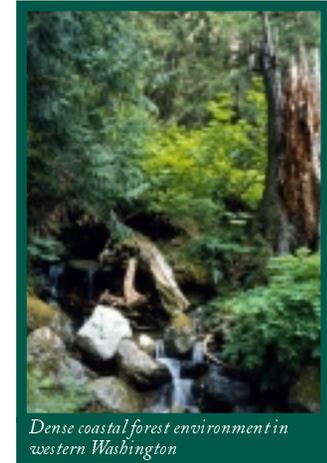


Wallula Gap

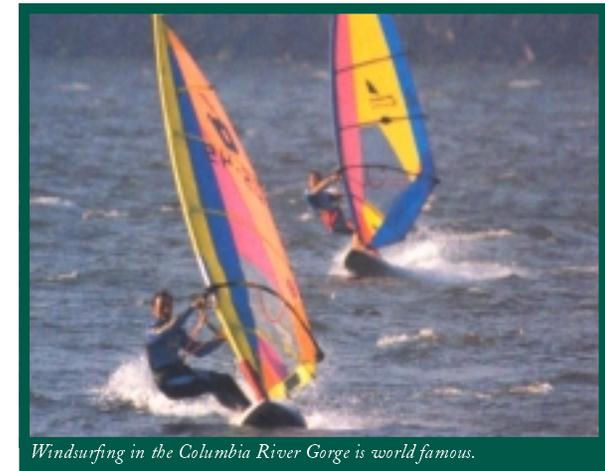
begin to dot the landscape — harbingers of the transition between eastern arid and western coastal climates. From Vancouver to the Pacific Ocean, the coastal climate encourages much denser vegetation growth. Douglas firs, hemlocks, and spruce trees and native understory vegetation such as vine maple and salal dominate the landscape.

Many communities along the trail route provide a full range of accommodations, services, and modern conveniences for travelers. Lodging can be found within an easy one-hour drive, and often shorter distance, from any location along the trail route.

Recreational opportunities are abundant, including a wide array of water related sports such as boating, waterskiing, windsurfing, as well as fishing, hunting, hiking, camping, river rafting, canoeing, bicycling, rock climbing, golf, wildlife and nature observation, and sight-seeing. Several tribal cultural centers and interpretive centers (see “The End of Our Voyage” guide for locations) provide glimpses into the past with interesting exhibits and insightful story-telling. Rich in heritage and culture, the modern day trail route provides extensive opportunities for stewardship and learning.



Dense coastal forest environment in western Washington



Windsurfing in the Columbia River Gorge is world famous.

Site Evaluation Methodology: Determination of Sites and Projects to be Evaluated and Overview of the Evaluation Process

Analysis of existing conditions and evaluation of sites and potential projects along the Lewis and Clark Trail routes in Washington was conducted during the project information gathering, research, and documentation phase.

The consultant team began the project with a list of 76 sites provided by the Agency Advisory Team (AAT.) These sites were located along either the designated Lewis and Clark Highway routes in Washington, or along segments of the actual Lewis and Clark Trail route (such as along the Snake River.)

The original list was compiled from old lists that the agencies had on record, including a partial inventory of publicly accessible sites along the trail. Several wildlife-oriented sites in the vicinity of the trail were added to the list prior to the beginning of field work.

Upon review of the original list, it was apparent that some sites on the list had little or no relationship to the Lewis and Clark Expedition and/or were remotely located from the trail corridor. Also, there were some sites with a significant relationship to the Lewis and Clark story not included on the list that needed to be added.

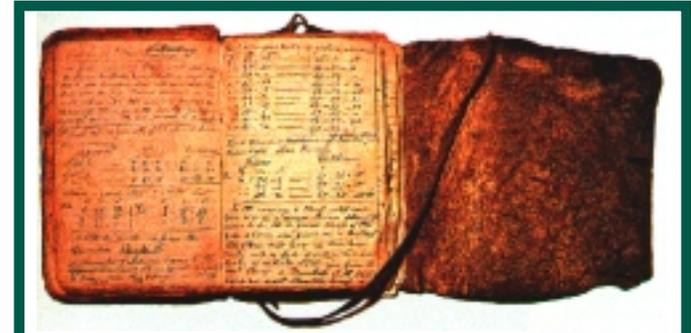
The purpose of completing the field analysis, public workshops, and site research/evaluations was first, to review the list of sites and confirm those that should be included in the planning process. Then, after public workshops and

field evaluations were completed, the sites were further analyzed to determine which ones should be focal points for Lewis and Clark related interpretation. Recommendations were then formulated for all appropriate sites.

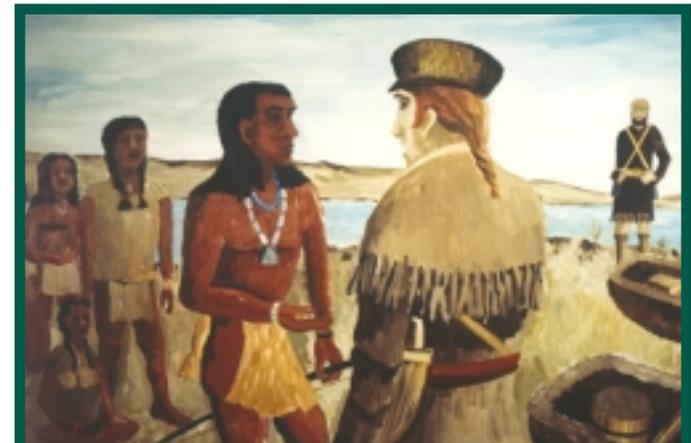
For most sites, recommendations included suggestions for interpretation and other improvements. In some cases, the recommendations were purely programmatic or promotional in nature, not involving physical improvements or interpretative elements. As a final step, recommendations were then prioritized through a rating process with weighted criteria. This rating process is described later in the "Recommendations and Project Prioritization" section.

Public Input and Field Confirmation

The project information gathering, research, and documentation phase consisted of a "traveling workshop" approach that



Elkskin bound journal from the Expedition



Meeting with the Nez Perce people on the Snake River. Painting reproduced courtesy of Washington State Parks and Recreation Commission; artist: Dick Clifton

combined field work during the day with public workshops in the evenings. The traveling workshop method enabled the team to efficiently gather site information and become familiar with the area prior to the evening public workshops. Then, at the workshops, the public provided additional information about sites on the list, as well as suggested new sites and projects that the consultant team visited while still out in the field.

Obtaining public input and field confirmation by driving the highway routes and trail segments enabled the consultant team to confirm the status of sites on the list, as well as to identify new sites to be added.

Once the field work and public workshops were completed, nearly 150 sites had been evaluated for inclusion or noninclusion in the plan. Some sites were eliminated due to lack of relationship to the Lewis and Clark Expedition and/or their remote proximity from the trail corridor. Based on public input, field analysis, and further site evaluation, 127 sites were retained in the plan for further consideration. These sites are listed and illustrated on a statewide map at the end of this section.

Review of Existing Highway Plans and Corridor Management Plans

As part of the existing conditions analysis and site evaluation process, a review of existing relevant corridor management plans and statewide highway system and transportation plans was completed for the Lewis and Clark Highway in Washington. The following corridor management plans were reviewed:

- Management Plan for the Columbia River Gorge National Scenic Area (September 1992)
- The Washington Coastal Corridor, US 101 Corridor Master Plan, Planning Area 1 (March 1997)
- SR 14 Corridor Management Plan Columbia River Gorge National Scenic Area (July 1997)
- US 12 Heritage Corridor Management Plan, Snake River Bridge to Walla Walla (DRAFT, June 1998)
- Washington's Transportation Plan (WTP) 1997-2016
- WTP Element: Highway System Plan
- Key Facts, a Summary of Transportation Information, WSDOT
- Transportation at Work: 2000

In addition to these plans, several local and regional transportation plans, as well as proposals and grant applications for specific highway improvement or scenic byway projects were reviewed during the planning process.

Because transportation improvement needs are analyzed and described in these plans, and because the Washington State Department of Transportation (WSDOT) and regional



SR 401 near Knappton Heritage Museum



SR 401 in Pacific County

transportation planning organizations (RTPOs) already have a process in place by which to assess the need for additional projects on state routes, a separate evaluation of the Lewis and Clark Highway system and potential transportation improvement needs for the bicentennial was not completed. One outcome of the planning process was the creation of a broader understanding of the bicentennial and the potential visitation characteristics that might be expected (i.e. the sites people will go to; when they will be here; what roads they will travel on; and other factors). This outcome has caused several local, regional, and state agencies to reprioritize transportation and capital improvement projects with the hope of having more improvements in place prior to the bicentennial.

Transportation funds are severely limited in Washington due to various factors, so it may not be possible to complete some of the projects on Lewis and Clark routes in the statewide transportation plan prior to the bicentennial. However, WSDOT, and other local, regional, and state agencies should continue to evaluate the need to complete projects on Lewis and Clark Highway routes prior to the bicentennial and take steps to ensure that projects of highest need are completed. Also, to the maximum extent possible, agencies should plan and implement projects so that construction staging and activities will not occur during peak travel season of the bicentennial years (2003 through 2006).

Additional suggestions and recommendations related to transportation improvements are discussed in the “Recommendations and Project Prioritization” section.

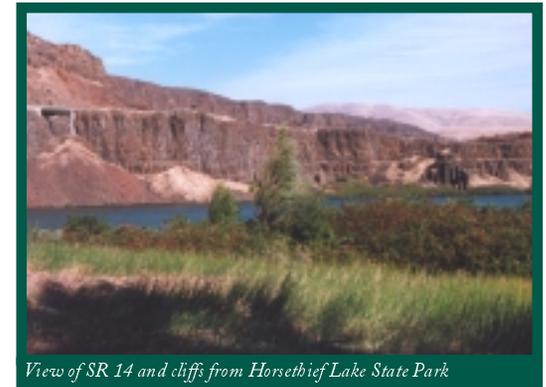
Individual Project Compliance with Adopted Plans and Policies

As individual project planning and design efforts progress, all applicable plans, policies, and slated improvements related to specific projects and bicentennial commemoration efforts should be reviewed and evaluated in detail to ensure compliance and consistency with local, regional, state, and federal objectives.

In addition, projects within the Columbia River Gorge National Scenic Area will require special consideration and design attention to ensure compliance with the federal scenic area management guidelines. There are other special land use districts and development requirements in various jurisdictions along the trail, so it will be important for each specific project to be evaluated in accordance with the applicable plans and policies adopted within each city, county, and region.

Site Evaluation Worksheets

Prior to beginning the field work that took place as part of the traveling workshops, the consultant team developed site evaluation worksheets specifically tailored for this project. The worksheets facilitated the process of gathering data in the field and ensured that consistent elements were reviewed and inventoried at each site. The evaluation worksheets were an important tool for collecting data and information such as: existing interpretive elements at the site; existing access and parking availability; the level of



View of SR 14 and cliffs from Horsethief Lake State Park

“The wind arose and continued hard all day but not so violent as to prevent our proceeding. we kept close along the N. shore all day...many places exhibit very romantic scenes. some handsome cascades are seen on either hand tumbling from the stupendous rocks of the mountains into the river.”

Meriwether Lewis,
April 14, 1806

– while traveling eastward through
the Columbia River Gorge



available facilities, such as restrooms, camping, and other accommodations; and recreational opportunities available at the site. Evaluation sheets for individual sites are contained in the project record files.

Internet Research and Other Reference Materials

Information available on the Internet was a valuable resource for research efforts. Many Washington State Parks and Corps of Engineers sites are included on the Internet, with detailed descriptions of site features, maps, driving directions, and other information. This information was printed out, reviewed, and incorporated into the plan as applicable.

Other reference materials included brochures, maps, and visitor information collected in the field, as well as a long list of books, articles, and written materials on the Lewis and Clark Expedition. The journals edited by Dr. Gary Moulton were reviewed in detail, as well as other journal editions, historical books and resources. Written information and comments provided by the public and members of the Governor's Trail Committee was also reviewed during development of the plan.

Photography and Video Record

In addition to the reference materials discussed above and the written information recorded on worksheets distributed at public workshops and site evaluation sheets, several photographs were taken of key elements at each site. Video

recordings also were made at each site for later visual reference purposes and to supplement the written and photographic record.

Site Evaluation Summary

Existing conditions, recreational opportunities, visitor facilities, interpretive elements, and correlation to the Lewis and Clark story were inventoried at publicly accessible sites along the Lewis and Clark Trail routes and designated highways in Washington. Conditions found at each site have been documented and filed in the project records for the following geographic segments of the trail corridor:

Table of Geographic Segments of the Lewis and Clark Trail in Washington

- Clarkston Region
- Snake River Segment (From Clarkston western limits to the Columbia River confluence)
- US Highway 12 Segment (From Clarkston western limits to the outer limits of the Tri-Cities Region)
- State Route 124 Segment (From Waitsburg to US Highway 12 Junction East of Pasco)
- Tri-Cities Region
- Interstate 82 and State Route 14 Segment (From southern limits of the Tri-Cities Region to the Columbia River Gorge)
- State Route 14 Segment in the Columbia River Gorge
- Camas/Washougal and Vancouver Region
- State Routes 432 and 4 (From north of Vancouver region, through Longview/Kelso, to Pacific County)
- Pacific County Region

“Those hills are founded on rocks & the waves brake with great fury against them... waves appear to brake with tremendous force in every direction”

William Clark,
November 18, 1805



The Pacific Ocean from Fort Canby State Park



List of Evaluated Sites/Projects

The sites listed below were originally evaluated during an early stage of the planning process to determine the need for interpretive and tourism facilities and other related site improvements. The sites are numbered consecutively from the eastern border of the state to the western border and correspond to the mapped locations at the end of this section. Detailed information about the features and characteristics of each site can be found in the project record files.

- | | |
|--|--|
| 1 Lewis and Clark Discovery Center in Clarkston Area | 28 Lower Monumental Lock and Dam |
| 2 Lewis and Clark Timeline at Hell's Canyon Resort in Clarkston | 29 Matthews Recreation Area |
| 3 Clarkston Greenbelt Trail/National Recreational Trail | 30 Windust Park |
| 4 Swallows Park | 31 Fishhook Park |
| 5 Chief Joseph Wildlife Area | 32 Big Flat Wildlife Habitat Development Area |
| 6 Chief Timothy State Park and Alpowai Interpretive Center | 33 Levey Park |
| 7 Lewis and Clark Snake River Driving Tour, Bicycle Route, Pathway, and/or Water Trail | 34 Charbonneau Park |
| 8 Nisqually John Landing | 35 Ice Harbor Lock and Dam and Columbia Plateau Trailhead |
| 9 Blyton Landing | 36 Hood Park and Boat Basin |
| 10 Wawawai Landing | 37 Lewis and Clark Roadside Heritage Marker outside Clarkston |
| 11 Wawawai Park | 38 Lewis and Clark Expedition Roadside Heritage Marker and Rest Area at Alopowa Summit |
| 12 Offield Landing | 39 Three Forks Indian Trail Roadside Heritage Marker |
| 13 Lower Granite Lock and Dam | 40 William T. Wooten Wildlife Area |
| 14 Boyer Park and Marina | 41 Pomeroy/Garfield County |
| 15 Illia Landing | 42 Dayton Area Interpretive Markers |
| 16 Willow Landing | 56 McNary Lock and Dam |
| 17 Port of Garfield | 57 Plymouth Park |
| 18 Central Ferry State Park | 58 Crow Butte State Park |
| 19 Little Goose Landing and Little Goose Lock and Dam | 59 Roosevelt Park |
| 20 Texas Rapids Recreation Area | 60 Sundale Park |
| 21 Riparia Recreation Area | 61 John Day Dam and Cliffs Recreation Area |
| 22 Palouse Falls State Park | 62 Maryhill State Park |
| 23 Lyons Ferry Fish Hatchery | 63 Goldendale Observatory State Park |
| 24 Lyons Ferry State Park | 64 Klickitat Wildlife Area |
| 25 Lyons Ferry Marina | 65 Brooks Memorial State Park |
| 26 Ayer Boat Basin | 66 Maryhill Museum |
| 27 Devils Bench Recreation Area | 67 Roadside Heritage Markers in the Columbia River Gorge |

List of Evaluated Sites/Projects (continued)

- | | | | |
|----|--|-----|---|
| 68 | Avery Recreation Area | 99 | Vancouver National Historic Reserve |
| 69 | Horsethief Lake State Park | 100 | Vancouver Lake Park |
| 70 | Spearfish Lake Recreation Area | 101 | Frenchman's Bar Riverfront Park |
| 71 | The Dalles Dam | 102 | Shillapoo Wildlife Area |
| 72 | Doug's Beach State Park | 103 | Corps of Discovery Heritage Marker at Gee Creek Safety Rest Area |
| 73 | Lyle Point Recreation Access | 104 | Ridgefield National Wildlife Refuge/Quathlaptotle (Cathlapotle) Village Site |
| 74 | Chamberlain Lake Safety Rest Area | 105 | Paradise Point State Park |
| 75 | Rowland Lake Recreation Access | 106 | Mt. St. Helens National Volcanic Monument |
| 76 | Bingen Point and Bingen Marina | 107 | Kalama Marina |
| 77 | Visitor Information Center west of Bingen | 108 | Lake Sacajawea in Longview |
| 78 | White Salmon River Access at Underwood | 109 | Willow Grove Park |
| 79 | Spring Creek National Fish Hatchery | 110 | County Line Park |
| 80 | Drano Lake Recreation Access | 111 | Cathlamet Marina, Waterfront Pathway and adjacent park |
| 81 | Little White Salmon National Fish Hatchery | 112 | Julia Butler Hansen National Wildlife Refuge |
| 82 | Dog Mountain Creek and Dog Mountain Trailhead | 113 | Steamboat Slough Drive/Local Scenic Drive and Heritage Loop (Columbia River Estuary Driving Tour) |
| 83 | Home Valley Park | 114 | Skamokawa River Access/Columbia River Heritage Canoe Trail |
| 84 | Wind River Fishing Access | 115 | Skamokawa Vista Park |
| 85 | Stevenson Landing/Waterfront Park | 116 | Pillar Rock/Gray's Bay |
| 86 | Columbia Gorge Interpretive Center | 117 | Salmon Creek Park |
| 87 | Lewis and Clark Cascades Trail From Stevenson to North Bonneville | 118 | Knappton Cove Heritage Marker |
| 88 | Pacific Crest National Scenic Trail and Trailhead | 119 | Megler Rest Area |
| 89 | Bonneville Lock and Dam | 120 | Lewis and Clark Campsite State Park and McGowan Area (Station Camp) |
| 90 | Fort Cascades Historic Site | 121 | Fort Columbia State Park |
| 91 | Beacon Rock State Park | 122 | Chinook Park |
| 92 | St. Cloud Recreation Area | 123 | Port of Ilwaco Marina |
| 93 | Franz Lake Overlook | 124 | Fort Canby State Park and Lewis and Clark Interpretive Center |
| 94 | Washougal River Recreation Access | 125 | Corps of Discovery 30-Mile Discovery Trail, Pacific County |
| 95 | Steigerwald Lake/Steamboat Landing | 126 | Long Beach Peninsula: Corps of Discovery's Arrival at the Pacific Ocean |
| 96 | Parker's Landing Historic Site and Waterfront Park | 127 | Willapa National Wildlife Refuge |
| 97 | Wintler Park | | |
| 98 | Vancouver Discovery Trail (Fish Hatchery, Marine Park, Waterfront Pathway) | | |



Statewide Map Showing Evaluated Sites/Project Locations

Locations of the 127 sites/project locations evaluated along the Lewis and Clark Trail are illustrated in the colored map below. The sites are numbered consecutively from the eastern border of the state to the western border and correspond to the list on the previous pages.



Consumer Travel Research and Resulting Recommendations

Introduction Enhancing the Visitor's Experience

In order to develop recommendations for the Lewis and Clark Trail in Washington, it is important to take on the perspective of the visitor. What types of experiences will the visitor be interested in? What facilities and accommodations are needed to make the trip more enjoyable? How long will they want to stay? How will they travel (by car, recreational vehicle, bus, boat, etc.)? How can the experience leave a lasting memory?

Consumer travel research has provided important insights into the characteristics and needs of the traveling public, helping to answer these questions.

The Washington State Tourism Office has coordinated consumer travel research efforts that have taken place during the planning process. Three research activities have occurred:

- Focus Group Sessions
- Lewis and Clark Trail Visitor Profile Survey
- National Interest and Awareness Study

The results of these research efforts are summarized below. For the detailed results of this research, or to obtain copies of the studies, contact Betsy Gabel of the Washington State Tourism Office at 360-753-4470.

Focus Group Sessions

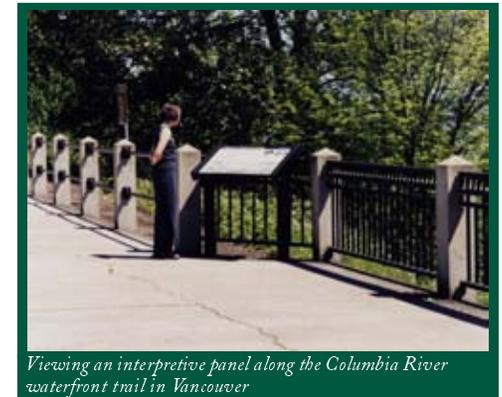
These sessions involved interviewing two groups in Seattle and two groups in Portland during the summer of 1999. Participants had made at least two overnight leisure trips within the past year and typically enjoyed visiting historical events and attractions while on vacation. Dr. Joel Lipson, Ph.D. facilitated the focus group sessions, which were exploratory in nature and designed around two broad issues:

- 1) To learn more about individuals who enjoy visiting historical attractions and events when they travel for pleasure, including specific characteristics about their travel and their preferences; and
- 2) To explore a variety of issues concerning their awareness of and interest in the Lewis and Clark Expedition, as well as their experience with Lewis and Clark historical sites and attractions.

The participants were pre-screened to ensure that they had a responsibility in planning family travel and an interest in visiting historical attractions when they travel for pleasure.

Focus Group Findings

- Most had some familiarity with the Lewis and Clark Expedition.
- Few remembered hearing or seeing anything about the upcoming bicentennial.
- Interest in and appreciation for the Expedition increased as the groups discussed the story.
- These travelers tend to most enjoy attractions and events that make "history come alive."



Viewing an interpretive panel along the Columbia River waterfront trail in Vancouver

Here are some of the questions that focus group participants were asked:

- Are there any historical attractions or events that you're especially wanting to visit? Which ones? What makes them of such interest to you?
- Where do you tend to get information about the historical attractions or events that you visit or consider visiting?
- How familiar would you say you are with the Lewis and Clark Expedition?
- Have any of you ever visited any of the Lewis and Clark events or attractions?

Key findings from the focus group sessions included the following:

- These individuals enjoy a wide variety of activities when they travel for pleasure.
- These travelers are very resourceful in their efforts to educate themselves about historical attractions and events.
- When seeking information about historical attractions and events, these travelers find highly practical information to be especially helpful.
- Although the Lewis and Clark Expedition did not appear to be an event that these individuals commonly think about, for most of them it seemed as if their interest in it and appreciation for what it accomplished grew as the expedition was discussed in the groups.

- The types of historical attractions and events that these travelers tend to enjoy and remember most are those that "make history come alive."

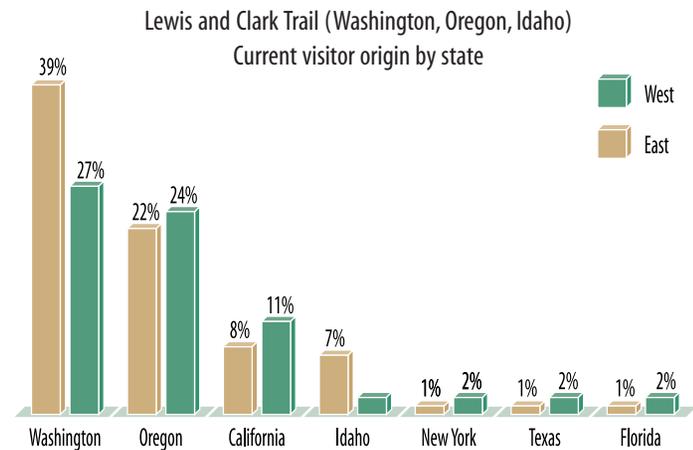
Participants talked about the appeal of experiencing an event or attraction versus simply reading about it. In particular, they identified interpreters, reenactments, actors in period clothing, and physically being in a location where an important historical event occurred as the types of elements that create a sense of experience.

When asked for suggestions and recommendations regarding how best to commemorate the bicentennial of the expedition, respondents' ideas primarily centered around educating the public about the expedition, and providing experiences that would allow the public to better understand the expedition. Respondents also volunteered some specific suggestions for possible Lewis and Clark attractions:

- Publishing a schedule of Lewis and Clark commemoration events and activities, including a map showing their locations.
- Having hiking trails with people in period



Current Visitors



Top 7 States contributing visitors to the Lewis and Clark Trail in Washington, Oregon and Western Idaho.

Source: Lewis & Clark Trail Profile Survey

clothing along the trail describing and demonstrating aspects of the experience.

- Having exhibits at children's museums.
- Having a touring exhibit that the public can visit and that can be taken to schools.
- Having a center with multi-media presentations and people dressed as if they were part of the expedition.
- Having a large visitors' center at the beginning and end of the trail.

It should be noted that all of these suggestions were given in the context of participants volunteering ideas about ways to commemorate the expedition. The degree to which these individuals, or anyone else, would actually avail themselves of these opportunities is not known.

Lewis and Clark Trail Visitor Profile Survey

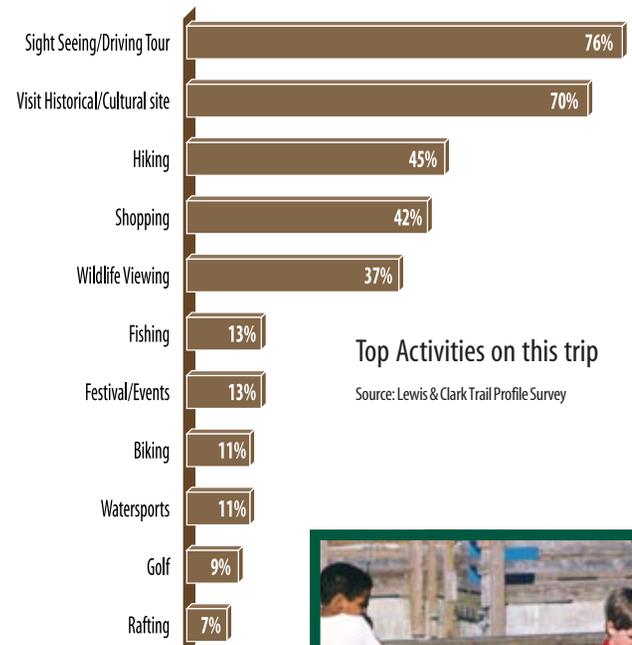
During the summer and early fall of 1999, intercept surveys using an electronic survey device were placed at 13 locations in Idaho, Washington, and Oregon along the Lewis and Clark Trail route. Over 10,000 surveys were collected during this time period. The purpose of the survey was to learn about consumers currently visiting communities and attractions along the Lewis and Clark Trail. Some of the interesting findings of this survey include:

- Site seeing/driving tours was the most commonly listed activity during the trip the survey participants were enjoying at the time they responded. Visiting historical and cultural sites was listed as the second most

common activity. Hiking was listed as the third most common activity, shopping was listed as the fourth, and wildlife-viewing was listed as the fifth.

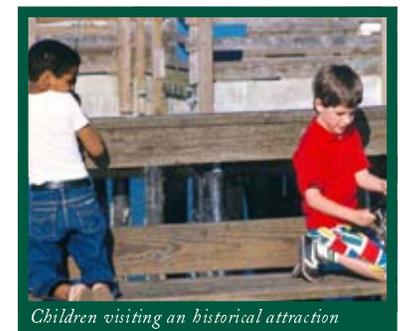
- The top 7 states contributing visitors to the Lewis and Clark Trail in Washington are Washington, Oregon, California, Idaho, New York, Texas, and Florida.
- Survey participants ranked the importance of information sources while traveling in the following order: 1. Friends and Family, 2. Brochures picked up along the way, 3. Internet, 4. Local Chamber/Visitor Center, and 5. State Tourism Office
- Of the visitors to the Lewis and Clark Trail from Washington and Oregon, most were from King County (Washington) and Multnomah County (Oregon) – the two most populated areas.
- The annual household income of most survey participants fell within the \$50,000 to \$74,999 range.

Top Activities While Traveling the Lewis and Clark Trail



Top Activities on this trip

Source: Lewis & Clark Trail Profile Survey



Children visiting an historical attraction



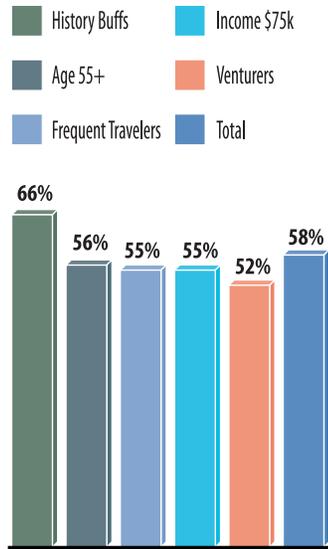
- For the people traveling with children, the most common age group of those children was 6 – 12 years.
- Most people mentioned that they were on a trip that would involve 2 to 4 nights away from home, and most responded that they would be staying in a hotel.
- Most survey participants listed “area history” as the most attractive element of the region.
- Just over 75% of the visitors mentioned that they had visited museums and/or interpretive centers on their trip.
- The majority of survey participants (55% overall) noted that they had previously altered travel plans due to information they got in a brochure they picked up along the way, and most mentioned that they had spent less than a day but several hours carrying out their altered plans.

National Interest and Awareness Study

In the spring of 2000, several states joined together to sponsor a national survey.

History Buffs Know the Story

Percentage who say they are very or somewhat familiar with the Expedition:



Source: NFO national survey

Questionnaires were sent to a random sampling of national consumers utilizing the NFO national consumer survey. The qualified respondents had to have taken at least one overnight leisure trip within the past 12 months. The purpose of this study was to learn about national awareness and interest in visiting Lewis and Clark attractions, as well as to learn about the lifestyle profile of those interested in Lewis and Clark visitation.

- Most respondents had at least heard about the Lewis and Clark Expedition, but some, particularly history buffs, were more familiar with the story and related details.
- Few respondents were aware that a national commemoration would be taking place in 2003-2006.
- More than one third of all survey respondents in the National Interest and Awareness Study expressed an interest in visiting a site along the Lewis and Clark Trail or in attending an event.
- There was more interest in historic sites and locations that have higher name recognition related to the Lewis and Clark story.
- The more “significant” the historic/cultural experience is perceived, the greater the likelihood that the visit to the “experience” will be planned rather than impulsive.
- Highly memorable national attractions that met the “experience” criteria included Mount



Making history come alive – Corps of Discovery reenactments in other places along the Lewis and Clark Trail

Focus Group Findings

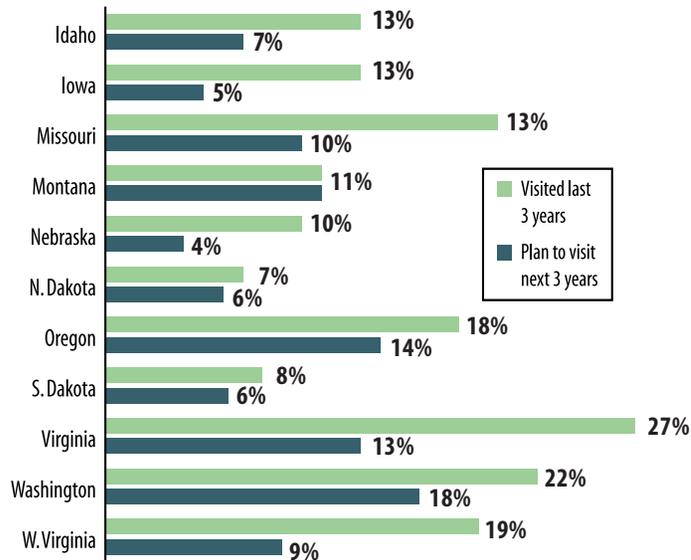
- The more significant the historical/cultural experience is perceived, the greater the likelihood that the visit to that “experience” will be planned rather than impulsive

Vernon, Washington D.C., Jamestown, Colonial Williamsburg, and the Statue of Liberty/Ellis Island.

- Western states major historical/cultural “experience” attractions were Grand Canyon, Mesa Verde and Alcatraz.
- Local memorable historic/cultural “experience” attractions included Fort Vancouver, Fort Clatsop, and the Seattle Underground Tour.

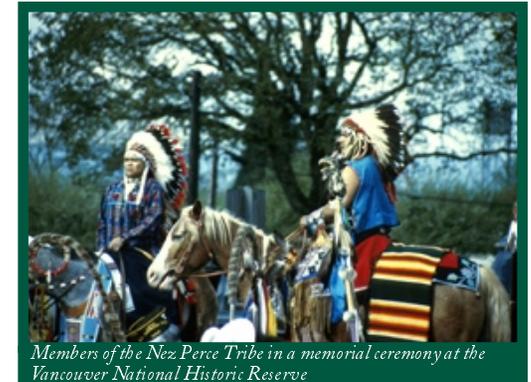
Past vs. Future Visitation

Respondents said they were more likely to visit Washington than any of the other states in the next 3 years:



Source: NFO national survey

- Travelers are resourceful in their efforts to learn about historic attractions and events. The most common information source for travel planning was the Internet. Other sources were friends and relatives, AAA, books, and travel articles. While traveling, brochures picked up at visitor information centers, rest stops, and Washington State Ferries were used.
- The Lewis and Clark Bicentennial Commemoration may not necessarily be the impetus behind travel to the region, but it has the potential for adding to the attraction of Washington State as a destination.
- As the first year of the commemoration approaches, great national and local publicity about the Lewis and Clark Expedition can increase visitation to developed attractions and communities in the region.
- In order to increase visitation on a long-term basis to communities along the Lewis and Clark Trail, new attractions or sites developed to commemorate the expedition must be created to allow visitors an authentic experience and to help make the Expedition “come alive.”
- Tribal participation will be a critical element in new attraction development.
- Like other Lewis & Clark Trail states, our target markets are within a 500-mile radius. The Puget Sound, Portland, and Northern California will remain



Members of the Nez Perce Tribe in a memorial ceremony at the Vancouver National Historic Reserve



Many visitors enjoy outdoor recreational experiences while traveling the Lewis and Clark Trail in Washington

the primary source of visitors to the Washington and Oregon portions of the Lewis and Clark Trail.

Marketing Strategies

As a result of these consumer travel research efforts, the State Tourism Office has developed several marketing strategies for the bicentennial. A more detailed Marketing Plan is currently in the process of being developed, but as a start, the Tourism Office envisions the following activities:

- The Lewis and Clark Bicentennial Commemoration will be used as an enhancement to existing State Tourism Office marketing programs, which are focused on directing consumers to the state's tourism website.
- The State Tourism Office will create a new Lewis and Clark internet section that will link to other local and regional Lewis and Clark websites for specific information about attractions and events.
- The Tourism Office internet section featuring information about the Lewis and Clark Trail will provide all interested tribes the opportunity to use this section to tell the story of the Lewis and Clark Expedition from their perspective.
- The Tourism Office will partner with Oregon's tourism division (and potentially Idaho's) to produce a brochure detailing historic sites and other attractions or activities along the trail in both states. The brochure will be provided to chambers of commerce, convention and visitors bureaus, and other tourism promotion organizations along the Lewis and Clark Trail in Oregon and Washington (and potentially other

neighboring states.) It will be distributed at visitors centers within a two to three hour driving distance from the trail. (Note: this will be a consumer/tourism based brochure, different from the "End of Our Voyage" historic guide being distributed by Washington state.

A Strong Statewide Interest in Telling Washington's Lewis and Clark Story

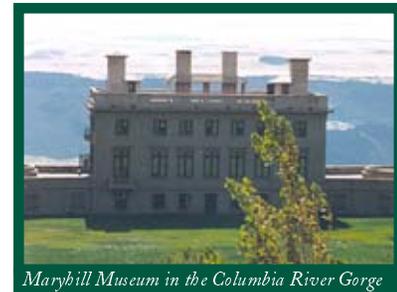
In addition to consumer travel research, public input has been and will continue to be an important factor in determining the interests and needs of people traveling on the Lewis and Clark Trail. One of the basic assumptions reinforced by public input received during the planning process was that travelers will be extremely interested in "experiencing" the Lewis and Clark story and the events that took place along the trail routes in Washington.

The public helped to validate this basic assumption by rating the criteria "Tie to Significant Events of the Lewis and Clark Expedition" as the most important evaluation criteria for project prioritization (refer to "Project Prioritization" later in this section).

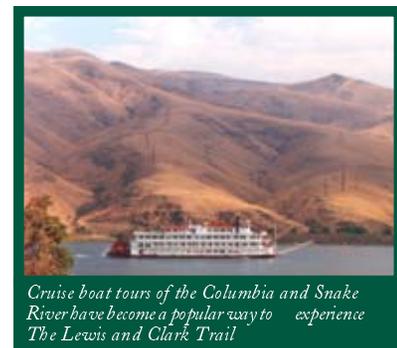
In review of the input from the public workshops and meetings and the criteria rankings, it is clear that there is a strong interest in telling the story of the Lewis and Clark Expedition in Washington. It also is clear, from the results of the site evaluation process, that more interpretation about the Lewis and Clark Expedition is needed along the trail in Washington. Also, in some cases, existing interpretation along the trail needs to be



Columbia Gorge Interpretive Center in Stevenson



Maryhill Museum in the Columbia River Gorge



Cruise boat tours of the Columbia and Snake River have become a popular way to experience The Lewis and Clark Trail

updated and corrected for greater accuracy. People also expressed a strong need for site improvements and facilities to better serve the traveling public.

Public comments and research efforts have indicated that many of the most significant and historic sites of the Expedition have not yet been sufficiently marked, interpreted, or commemorated in Washington, including the following sites listed from west to east across the state (to name just a few):

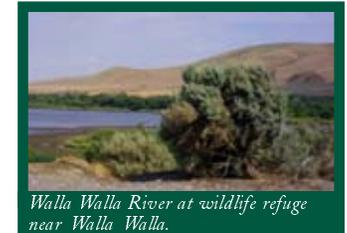
- Areas at Fort Canby State Park and on the Long Beach Peninsula where the Corps of Discovery first walked along the shores of the Pacific Ocean;
- Station Camp (McGowan) where members of the Corps of Discovery noted in their journals that they had reached the end of their journey, and where the party “voted” to determine where to make winter camp;
- The point near Grays Bay where Clark penned the famous phrase “Oclan in View” in his journal, and the party may have caught their first glimpses of the Pacific Ocean in the distance;
- The eight-day campsite near Washougal (Cottonwood Beach) and Steigerwald Lake NWR where the party dried meat and made clothing for the journey home;
- Several sites in the Columbia River Gorge where they recorded important details about Native American culture and unique natural features in their journals;
- Sites near Wallula and Plymouth where they first saw the snow-capped peaks of the Cascade Mountains leading them to realize that they were back in “known geography;”

- The area near Wallula and the mouth of the Walla Walla River where they decided to take the overland short-cut on the eastbound return portion of the journey, and sites in the Dayton and Pomeroy areas where they walked overland;



Cottonwood Beach near campsite of March 31–April 6, 1806

- Sacajawea State Park and Sacajawea Interpretive Center, where they camped at the confluence of the Snake and Columbia Rivers and interacted with tribes along the Columbia River;
- Locations along the Snake River where they mastered treacherous rapids; and
- The Clarkston area, where they were helped by the Nez Perce people and first entered the Snake River from the Clearwater, bringing them ever closer to the great Columbia River and Pacific Ocean, the principal goal of the Expedition.



Walla Walla River at wildlife refuge near Walla Walla.

The interest in these and other significant events of the Lewis and Clark story helped guide the process of formulating recommendations for interpretive elements along the trail corridor.

In addition to a strong interest in the Lewis and Clark story, the traveling public also will have basic needs for services and accommodations. Existing conditions at each site along the trail corridor were evaluated to determine if facilities were in good working order, as well as where there might be needs for additional facilities, upgrades, and accessibility improvements, and these needs were then included as part

“... we knew a road in that direction if the country would permit would shorten our rout at least 80 miles.”

Meriwether Lewis,
April 27, 1806

- in reference to the overland short-cut the Expedition took from the Wallula area on the Columbia River to Alpowai Creek on the Snake River

of the recommendations for each site. The needs for additional staff and expanded hours of operation for parks, interpretive centers, and other visitor destinations were also considered.

In summary, the recommended projects in this plan are largely based on the public comments and ideas obtained from communities across the state during the planning process, including suggestions for strengthening the story of the Lewis and Clark Expedition, as well as for enhancing the visitor's experience.

General Recommendations for the Entire Lewis and Clark Trail Corridor in Washington

Several general recommendations for the entire cross-state trail corridor are listed below. These recommendations are more programmatic. Project-specific recommendations are addressed later in this section.

Multiple Agency Coordination and Partnering

Federal, state, regional, and local agencies should look for opportunities to form partnerships to implement recommended projects along the Lewis and Clark Trail. Many of the sites already have been developed as a result of collaborative efforts of agencies, and development of new interpretive facilities and other improvements would simply be an extension of this coordination and cooperation. Cross-state or bi-state cooperative projects and programs should also be considered, including project partnering opportunities with Oregon and Idaho.

Multiple Agency Review of Camping Facilities

State Parks, the US Army Corps of Engineers, US Forest Service, and other applicable agencies should coordinate to analyze the cumulative level of available camping facilities along the trail system in comparison to the anticipated demand for camping facilities during the bicentennial. Campgrounds should be expanded and/or seasonal operations should be adjusted as necessary.

Individual Agency Responsibilities

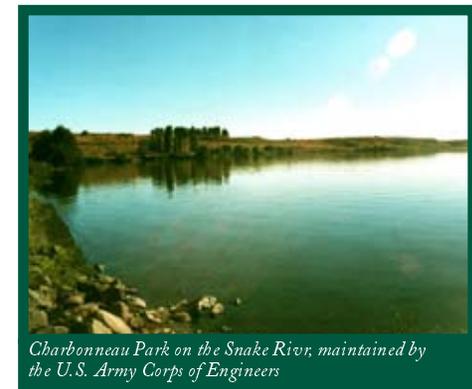
Several state agencies have collaborated to create this plan, including the Historical Society, Parks and Recreation Commission, Department of Transportation, Tourism Office, and Department of Fish and Wildlife. Collectively, these agencies have formed the "Agency Assistance Team" (AAT) with the intent of providing ongoing coordination and assistance to local communities in planning and preparing for the bicentennial.

The AAT should continue to move forward at a brisk pace to implement the recommendations of this plan, either individually or in partnership with other agencies or organizations. As part of implementing the plan recommendations, the collaborating state agencies should continue to evaluate the plan on a periodic basis and make adjustments as necessary.

For example, re-prioritization may be needed as top priority recommendations are completed, allowing other items to move up on the list. Also, ideas and input from ongoing public involvement may generate the need for additional recommendations and action items to be included in the plan.



Ridgefield NWR on the Columbia River



Charbonneau Park on the Snake River, maintained by the U.S. Army Corps of Engineers

"... here we halted a few minutes and were joined by Capt. Clark and Charbono and proceeded on to...a little below a large village on the same side opposite sepulchre rock."

Meriwether Lewis,
April 14, 1806

The US Army Corps of Engineers should continue its program of developing and maintaining recreation areas on the reservoirs on the Columbia and Snake Rivers, with expanded consideration given to how facilities should be upgraded and enhanced to serve the traveling public and recreational enthusiasts visiting the Lewis and Clark Trail during the bicentennial era.

The National Park Service, US Forest Service, and other federal agencies as applicable, should continue to study the recreational potential of lands under their respective jurisdictions along the route of the Expedition in the state, and develop or expand recreation opportunities at suitable sites.

The US Fish and Wildlife Service should continue its program of evaluating existing facilities and services at its sites along the Lewis and Clark Highway and making improvements at these sites where necessary. The USFWS should coordinate with the State Department of Fish and Wildlife and other applicable agencies to implement the recommendations of this plan.

Federal, state, and local agencies should improve the public parks and recreation sites within their jurisdictions along the trail and provide additional interpretive and recreational opportunities in preparation for the anticipated increase of visitors who will be coming to the state in association with the Lewis and Clark Bicentennial.

Public Information and Outreach

Information about the Lewis and Clark Trail in Washington and associated recreational and tourism opportunities should be posted on the various information boards at

public sites across the state, particularly state parks and sites that receive a relatively high amount of visitation annually.

Information about special fees and user responsibilities also should be posted at the sites and provided in brochures along with the Lewis and Clark information. For example, potential visitors to Washington State wildlife access areas should be notified that they will need an access stewardship decal unless they have a hunting or fishing license.

Information related to Lewis and Clark Trail sites and upcoming bicentennial projects, programs, and events should be provided to the traveling public through newsletters (mailed out versions and electronic versions), bulletin boards at parks and public sites, flyers distributed to local committees, information posted on websites, and other outreach methods.

As the bicentennial draws near, the importance of providing ongoing and effective communication about plans and programs will become increasingly important.

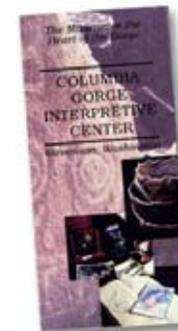
Brochures, Tour Guides, and Maps

Brochures, tour guides, and maps will be extremely important to assist the traveling public during the bicentennial.

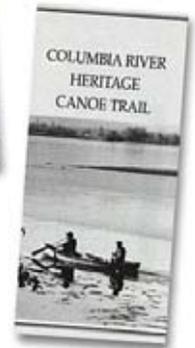
The “End of Our Voyage” guide (discussed later in this plan) provides a comprehensive look at Lewis and Clark related history across Washington State. State Parks also publishes an abbreviated version of Lewis and Clark Trail history in a brochure distributed throughout the state park system. There are also plans for the Washington and Oregon state tourism offices to collaborate on a consumer-oriented travel brochure for the Lewis and Clark Trail.



Washingtons Lewis and Clark Bicentennial Newsletter



Brochures from places along the trail in Washington



The National Park Service publishes a brochure for the Lewis and Clark Trail that lists several sites in Washington. (However, this brochure needs to be updated to include additional interpretive sites being developed or enhanced along the trail in Washington.) There also are several private-sector nationally oriented tour guides and brochures already published or currently being developed for the entire trail, including segments in Washington. *Car Tours*, for example, has just released an audio tape series that covers historical information for the Lewis and Clark Trail, with specific emphasis on tribal perspectives.

In addition to these statewide, multi-state, and national efforts, brochures and maps are also being created for specific regions of the trail in Washington. For example, a detailed map for the Walla Walla County area was recently published. These regional maps are really effective in providing an expanded level of detail and interpretation for specific areas of the trail. Also, it is envisioned that regional maps and statewide maps of the Lewis and Clark Trail routes in Washington will be placed on the wayside kiosks being installed as part of the Lewis and Clark Trail Interpretive Waysides project. All of these efforts are continuing to evolve as the bicentennial draws near. One particular area of emphasis currently being evaluated is the need to provide information in both hard-copy form for travelers to pick up along the way, as well as electronic form available for download and viewing on the Internet. As more and more travelers rely on the Internet to make their plans and develop their itineraries, the availability of electronic maps and tourism information is becoming more important.

Logos and Bicentennial Commemorative Markers

The state Agency Assistance Team is currently evaluating the possibility of a special bicentennial commemorative logo for Washington. This logo could be used in a number of ways. The logo symbol could be mass-produced on painted metal plates that would then be attached to some type of low-height columnar or pyramidal-shaped monument. Potential options would be a native basalt column, a stone-faced pyramidal column (similar to markers in national parks), or a simple concrete pyramidal column. The basic intent of these markers would be to introduce a “permanent,” classically-styled element into the landscape that marks the trail and important sites and commemorates the bicentennial of the Lewis and Clark Expedition in Washington. The integrity and quality of this element would be such that it would be expected to last 100 years, remaining in place for the Lewis and Clark Tricentennial and beyond.

These markers could be placed at every site located on the trail in Washington, to the maximum extent feasible. Initially, it may only be practical to install markers at the most historically significant sites, but other sites could be added as funding becomes available. In some cases, it may be desirable to provide multiple signs at these sites for visibility from both water and land access points.

The logo symbol could also be placed on the Lewis and Clark Trail wayside interpretive exhibits, such as on the interpretive panels or kiosks.

It is important to note that the National Park Service (NPS) designates historic sites along the Lewis and Clark Trail and provides an official shield/sign to be placed at the sites.



Logo often used on Washington Bicentennial plans and presentation materials



National Bicentennial Council Logo



National Lewis and Clark Trail logo for officially certified sites along the trail



National Park Service logo

This is the rounded triangular sign with the pointing Lewis and Clark figures. Additional sites in Washington will need to be officially designated, but it is not likely that every way-side and interpretive site related to the Lewis and Clark Trail in Washington will receive this special official designation. In these locations, there would be added benefit to having a special state bicentennial commemorative logo/marker. At sites that are officially designed by the NPS, both the national shield and the state logo/marker could be displayed.

Additional uses for a Washington bicentennial commemorative logo will be discussed and evaluated with the AAT and the Bicentennial Advisory Committee in the coming months.

The National Bicentennial Council (NBC) has adopted a specific logo (see example on previous page). Permission to use this logo in association with the Bicentennial should be obtained directly from the NBC (phone: 888-999-1803).

Local and Regional Historical Museums and Interpretive Centers Legacy Projects

Local historical museums and interpretive centers along the trail are an important resource to visitors and historical and cultural enthusiasts. Many local and regional museums and interpretive centers are moving forward with their own special plans for the bicentennial.

The primary purpose of this *Corridor Action Plan* recommendations for interpretive and tourism facilities that relate exclusively to the Lewis and Clark story. Most of the local and regional museums and interpretive centers along the trail serve a more general purpose and are not exclusively devoted to the history of the Lewis and Clark

Expedition. It is anticipated that local and regional museums and interpretive centers will be involved in the “Events” and “Education” components of bicentennial planning. Such involvement could include planning related to special traveling exhibits during the bicentennial. Also, a collaborative program that develops specific interpretive themes for local museums and centers could be coordinated across the state, since it is likely that galleries and displays in these facilities along the trail will provide exhibits oriented toward the Lewis and Clark Expedition, particularly during the bicentennial years. This would help avoid duplication and redundant messages and create a more interesting experience for visitors traveling the entire length of the trail in Washington.

Anticipated events that might be sponsored or co-sponsored by museums and centers across the state include special tours, reenactments, festivals, lecture series, special exhibits, parades, fireworks, fun runs, canoe and kayak races, ceremonies, memorials, and other activities. Some local and regional museums and interpretive centers may wish to form partnerships to jointly sponsor bicentennial related programs.

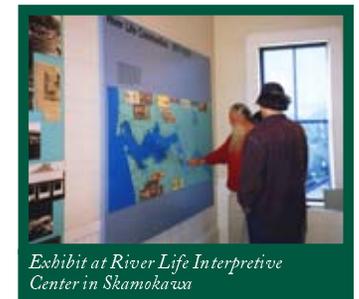
Transportation System Improvements and Related Analyses

Roadside Pull-off Area Analysis

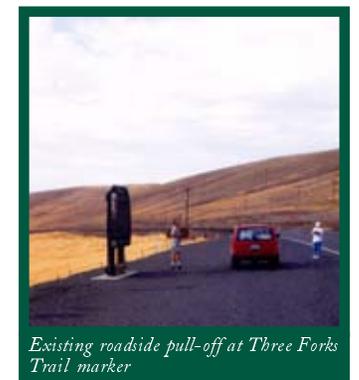
It may be advisable for the Southwest and South Central Regions of the Washington State Department of Transportation (WSDOT) to perform a collaborative analysis of all the Lewis and Clark Highway routes to



*Ilwaco Heritage Museum during Cranberry Fair.
Photographer: Bea Raisanen, Photo Courtesy of
Ilwaco Heritage Museum*



*Exhibit at River Life Interpretive
Center in Skamokawa*



*Existing roadside pull-off at Three Forks
Trail marker*

review conditions associated with existing roadside pull-off areas. The pull-off area analysis should include dimensional recordings of the space available, sight distance observations, review of available traffic and accident statistics, and other information to determine how best to improve specific locations, and also to assess immediate versus long-term needs for prioritization of these improvements.

This is an area of concern stated repeatedly in public meetings over the past three years. Many feel that some of the existing roadside pull-off areas are inadequate for recreational vehicles and tour buses. They also feel that additional pull-off areas are needed along the Lewis and Clark Trail highway routes.

Portions of this analysis have already been completed in association with corridor planning efforts for the Coastal Corridor, State Route 14 and State Route 12. This information should be reviewed and compiled into a new study specifically tailored to the Lewis and Clark Bicentennial.

This planning process and ongoing project work associated with the Lewis and Clark Trail Interpretive Waysides project has enabled some information to be collected, such as dimensions of some of the existing Lewis and Clark roadside interpretation pull-off areas. However, a full evaluation of all roadside pull-off sites along the trail route and general highway conditions has not been completed.

Multi-modal Capacity Analysis

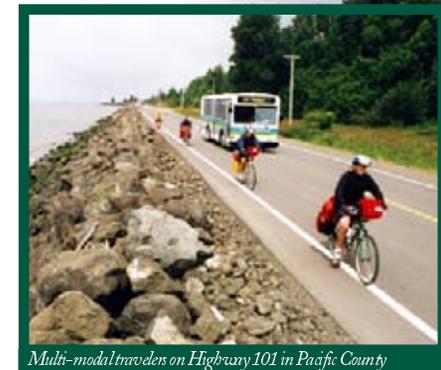
WSDOT also should continue to analyze the general transportation needs of the traveling public along the Lewis and Clark Highway system keeping in mind that there will be an influx of visitors during the bicentennial years. The analysis should include consideration of the need for

additional pedestrian and bicycle facilities along the highway routes, vehicular passing lanes, turning lanes, deceleration and acceleration lanes, and other elements to improve the safety and efficiency of travel. Areas of particular concern include highway segments where there will be a high intensity of travelers on the highway during the bicentennial, pulling into and out of parks and various interpretive and recreational sites.

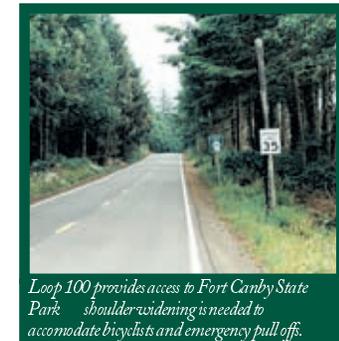
For the most part, the routes that make up the Lewis and Clark Highway system across Washington are currently operating adequately and efficiently to serve the traveling public, and there are few concerns related to the capacity to serve additional visitors during the peak years of the bicentennial. However, there are some areas that the Washington State Department of Transportation has plans for improvements, and there are some areas that deserve further evaluation to determine if additional improvements are needed to serve an increased level of travelers during the bicentennial.

For example, the entire Lewis and Clark Highway system in Pacific County, including State Routes 4, 401, 101, 100, and 103, will be receiving a much higher level of use during the bicentennial. There are currently concerns related to the ability of some of these routes to support an increased level of multi-modal use to serve standard automobile and truck traffic along with nonmotorized traffic, tour buses, and recreational vehicles. Loop 100, for example, has very limited shoulder space for bicyclists or vehicle pull off area.

Other areas of concern include the US 12 route through Clarkston, with particular consideration of access into and



Multi-modal travelers on Highway 101 in Pacific County



Loop 100 provides access to Fort Canby State Park. Shoulder widening is needed to accommodate bicyclists and emergency pull offs.

out of the confluence site at the west end of the Idaho/Washington bridge.

WSDOT has had plans for an improvement of US 12 in the Wallula vicinity, including improvements for the Wallula Wye. However, funding limitations have put this project on hold. With the impending bicentennial, the need to improve the state highway system should become a higher priority, particularly in areas where WSDOT has already determined there is a high need for improvements, such as in this vicinity.

Other areas to continue to evaluate include general access conditions to rest areas, state parks and other recreational sites and attractions, and highway conditions within the metropolitan areas of the Tri-cities and Vancouver regions. Also, because the officially designed Lewis and Clark Highway routes do not follow the exact alignment of the historic trail, there are historic Lewis and Clark sites and visitor destinations that are accessible from other highway routes, such as sites along the Snake River (i.e. Boyer Park, Central Ferry State Park, Lyons Ferry State Park, and others). It is important to evaluate access conditions and transportation improvement needs associated with these sites as well as those along the officially designated routes of the Lewis and Clark Highway system.

One of the difficulties in planning for the bicentennial has been the inability to predict with any level of exactitude how many visitors will be coming to the area during the commemoration years. However, most people believe that there will be an increased level of visitation, and this is already being experienced in some areas across the state. A National Interest and Awareness Study conducted in 1999

related to the Lewis and Clark Bicentennial indicated that of all the places to visit along the trail across the nation, most travelers are interested in visiting the western end of the trail in Washington.

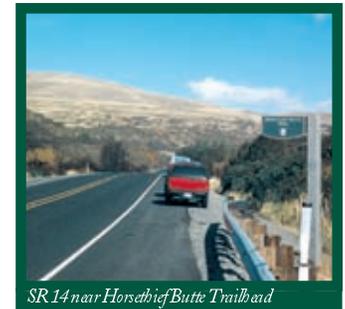
Analysis to determine the need for additional highway improvements should happen immediately in order for improvements to be budgeted and be in place prior to the bicentennial. In some cases, it may already be too late to have new improvements in place prior to 2003, but there may still be time to accomplish projects prior to 2005 and 2006 – the peak anniversary years related to Washington.

In any case, with the severe budget limitations the state is facing related to transportation, obtaining funding for any new major highway projects will be a significant challenge. More likely, it might be feasible to implement smaller projects involving turning lanes, shoulder widening, access improvements, or even temporary visitor management solutions using intelligent transportation system options, electronic reader boards, or other techniques prior to and during the bicentennial.

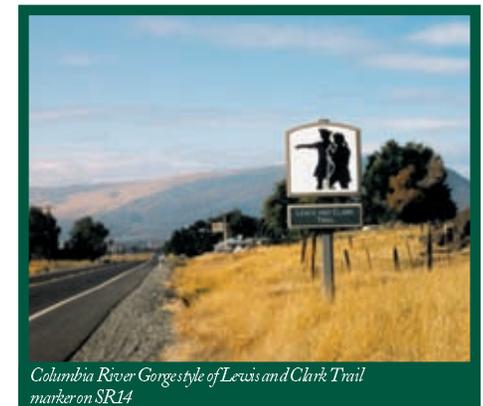
Individual Project Analyses

In addition to the areas of general analysis discussed above, more detailed transportation analyses should be performed in conjunction with specific project planning and design. As projects proceed, it will be important to analyze specific conditions and determine needs related to transportation service, access, and safety.

For example, transportation improvement needs at Fort Canby State Park and the surrounding



SR 14 near Horsechief Butte Trailhead



Columbia River Gorge style of Lewis and Clark Trail marker on SR 14

vicinity, as well as other major sites along the trail, should be fully evaluated as part of plans for improving the park prior to the bicentennial commemoration. Evaluation should consider capacity and safety needs, as well as the provision of multi-modal (pedestrian, bicycle, transit) facilities to serve the increased visitation expected to occur during the bicentennial. Peak visitation loads during the height of the travel season of the bicentennial years (2003-2006) should be projected and adequately planned for.

The first draft of the bicentennial interpretive and tourism plan for Washington, published in 1999, contained a recommendation to review the feasibility of highway realignment in the McGowan/Station Camp area. This recommendation was formulated in response to a significant level of public comments related to the area. Many were concerned about safety in this vicinity and potential conflicts between motorists and recreationists who park along the highway to gain access to the river for fishing.

As a result of these concerns and subsequent funding provided by the state legislature, WSDOT has completed a feasibility analysis of this area that resulted in identifying several options for improvements. Some funding is in place to make improvements to the highway in this area. Additional funding is currently being sought to complete the preferred option for highway realignment and interpretive wayside development.

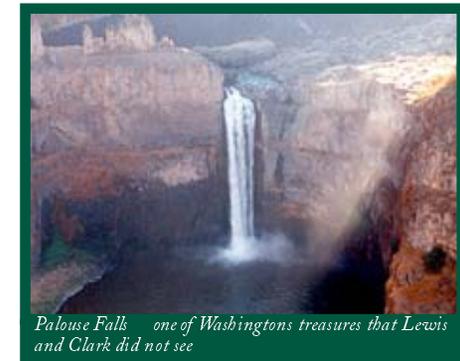
Local Heritage/Scenic Loop Drives

The plan recommendations include several local heritage/scenic loop drives to be promoted as tourism destinations to bicentennial travelers and other visitors. Interpretive panels at existing or new roadside pull-off areas along these drives

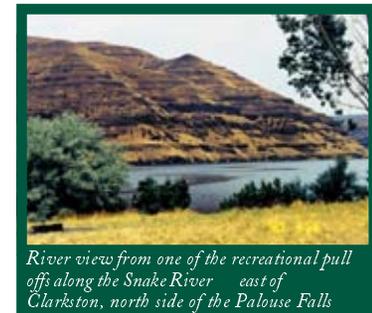
should be provided at an appropriate frequency. These potential local drives include (listed from east to west):

- Local scenic and historic “Lewis and Clark Snake River Driving Tour” from Clarkston to Wawawai and possibly as a loop to Pullman, with the beginning segment on the north side of the river following SR 193 and Whitman County Road 9000 (Wawawai River Road).
- SR 261 from Lyons Ferry State Park to Palouse Falls State Park.
- Highway 97, between Goldendale and Maryhill Museum
- Various drives in the Columbia River Gorge, as spurs from State Route 14, such as Highway 141 to Trout Lake and Conboy Lake Wildlife Area, Highway 142 along the Klickitat River to the wildlife area, and others.
- Steamboat Slough Loop Drive between Skamokawa and Cathlamet, which traverses a portion of the Julia Butler Hansen National Wildlife Refuge (close coordination with the US Fish and Wildlife service would be required, along with an intensive visitor management/education program).
- Driveable portions of the 30-mile Discovery Trail recommended as a major new project in Pacific County.

Other opportunities for local heritage/scenic loop drives may be identified as plans progress. Also, the Lewis and



Palouse Falls – one of Washington's treasures that Lewis and Clark did not see



River view from one of the recreational pull offs along the Snake River – east of Clarkston, north side of the Palouse Falls



View from Steamboat Slough drive, Julia Butler Hansen NWR near Cathlamet

Clark Highway should be included as part of promotion and marketing programs of already recognized state scenic byway routes such as the US 101 Coastal Corridor, Cascade Loop Tour Route, SR 14, US 12, and other routes.

The ability to fully promote and market these local scenic and heritage tour driving opportunities will be contingent on the level of local support and initiative in the communities that surround these routes. It makes good economic development sense to leverage the increased visitation to the Lewis and Clark Trail highway system into expanded regional tourism opportunities. Other promotional initiatives and campaigns in local communities, such as new Lewis and Clark and Native American related exhibits at museums and interpretive centers, special events, parades, and other attractions could be part of the expanded promotional package for local communities along the trail during the bicentennial.

New Lewis and Clark Highway Designations

As discussed previously, additional routes were added to the official Lewis and Clark Highway system in recent years as a result of Bicentennial planning efforts and the recommendations in the first draft of the Lewis and Clark interpretive and tourism plan published in 1999.

One route was inadvertently left out of the list of new designations – State Route 730 from the Wallula Wye junction with US 12 to the Washington/Oregon border. This is an important segment in the overall Lewis and Clark Highway system, and it should be added to the list of officially designated routes through state legislation at the next available opportunity.

Water Trails

Water trails should be developed along segments of the Snake and Columbia Rivers, where feasible.

The existing water trail that begins in Skamokawa should continue to be promoted, and more specific interpretation and information related to the Lewis and Clark story should be provided there.

Development of water trails along certain segments of the Clearwater, Snake, and Columbia Rivers provide an excellent opportunity for cooperative projects and programs with Idaho and Oregon.



Setting out on the river photo courtesy of Columbia River Kayak & Canoe Company

Signing and Marking

Trailblazer markers/signs have been installed intermittently (but not continuously) along portions of the designated highway routes across the state. For example, Interstate 5 currently does not include Lewis and Clark Trail markers.

The Design Guidelines (discussed later in this plan) provided recommendations for expanded Lewis and Clark Trail signing in Washington. Since the guidelines were published, funding has been obtained to expand wayfinding signing and marking along the trail. WSDOT is currently in the process of evaluating where signs should be placed and plans to install additional signs along the trail later this year. Additional signs to be installed include trailblazer logo signs, supplemental guide signs on adjoining routes, and possibly gateway signs at strategic locations when entering the Lewis and Clark Highway system.

It would be desirable for highway markers/signs to be placed at a distance of every 10 miles along the highway, as feasible, to provide continuous demarcation of the route and increase traveler awareness.



Lewis and Clark Trailblazer Logo sign on SR 101

Project-Specific Recommendations

Projects-specific recommendations were generated for nearly all of the 127 sites originally evaluated along the trail in Washington. Additionally, within the past three years, other projects have been added, evaluated, and prioritized in accordance with 11 criteria developed based on public input in the early stages of the planning process.

Recommendations ranged from placing single interpretive panels at sites to full-scale improvements of interpretive centers and facilities at state parks and other locations. In some cases, recommendations were promotional in nature, or involved providing information for visitors at the site rather than physical site improvements.

Once recommendations were developed for the sites, projects were prioritized in accordance with criteria developed as part of the planning process (see description later in this section). Of the 127 sites for which recommendations were formulated, approximately 1/3 of the highest ranking projects were originally identified as "high priority" projects; the rest being identified as "secondary priority projects" with the understanding that once high priority projects were implemented, secondary priority projects would move up on.

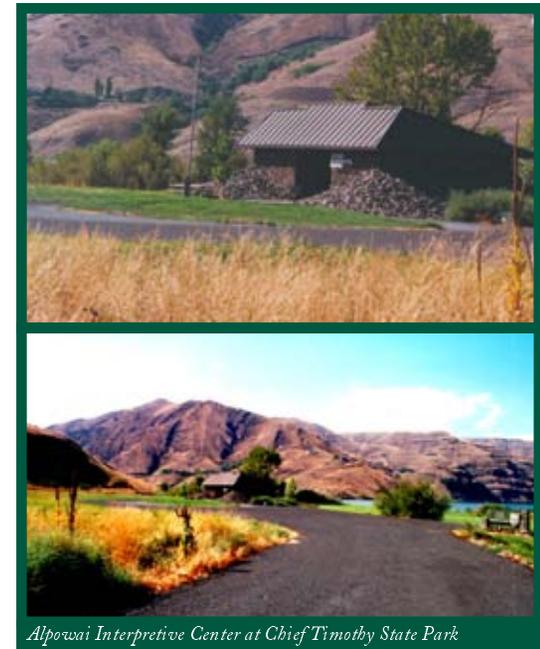
Since completion of the original draft interpretive and tourism plan for the bicentennial in 1999, funding has been obtained for many of the projects originally identified. For example, the Lewis and Clark Trail Interpretive Waysides Project currently underway will implement the vast majority of the projects in the original recommendations, many of which involved the placement of single or multiple interpretive panels and wayfinding / interpretive kiosks at sites.

The list of projects was updated and rescored in the fall of 2000. The intent of this update was to give additional credit to those projects which had progressed the furthest toward implementation, and to bring focus to those larger, more complex projects that needed immediate attention in order to be implemented prior to the Bicentennial. Projects were rescored in accordance with the original 11 basic criteria and then were given bonus points that related to the historic significance of the site, as well as the extent to which the project had progressed. This process resulted in the list of Washington's Top Priority Projects for the Lewis and Clark Bicentennial. Other high priority and secondary priority projects that have not yet been funded continue to remain on the list, but the immediate focus is on implementing the top priority projects. For background purposes, a summary of the original high priority recommendations included in the draft plan is provided at the end of this section.

Project Prioritization

The Need for Prioritization

With such a long list of projects to enhance the visitor's bicentennial experience in Washington, it is important to define priorities and determine what improvements should come first. Projects were evaluated, scored, and ranked in accordance with 11 criteria, originally developed as a direct



Alpowai Interpretive Center at Chief Timothy State Park

"on the river a little above this creek (Alpowai Creek) we arrived at a lodge of 6 families of which We-ark-koomt had spoken. we halted here for breakfast and with much difficulty purchased 2 lean dogs."

Meriwether Lewis,
May 4, 1806

- at present day site of Chief
Timothy State Park

outcome of public meetings held during the early stages of the planning process.

As discussed previously, it was later determined that there was a need to bring focus to the implementation of some of the larger, more complex and time-consuming projects, so the the project list was updated in the fall of 2000 to reflect progress made between 1998 and 2000. Projects were re-evaluated and reprioritized.

Prioritization Methodology

Prioritization for the plan recommendations was accomplished by evaluating the recommended sites/projects against eleven criteria:

1. Level of visitor services and facilities at the site
2. Nearby tourism and recreational opportunities
3. Ease of public access/wayfinding
4. Proximity of scenic areas and scenic content related to the Lewis and Clark Expedition
5. Tie to the history and significant events of the Lewis and Clark Story
6. Supportive of tribal goals and/or local goals and community objectives
7. Stewardship and preservation needs of the site
8. Recreational potential at the site
9. Funding opportunities
10. Permitability and constructability before 2004
11. Level of property owner/manager support for the project

During the public workshops held in the fall of 1998, the public was asked to comment on the relative importance of each of these eleven criteria by ranking them with a 4, 3, 2, or 1 (4 being the most important criteria and 1 being the least important).

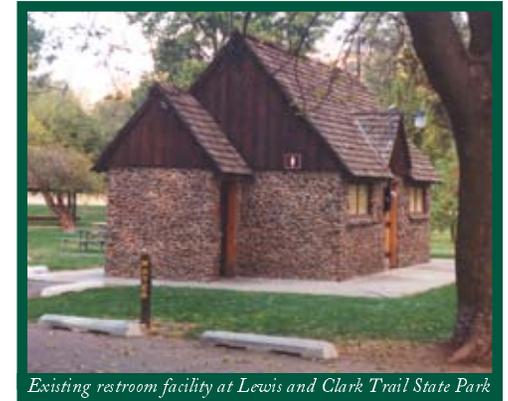
Results of this public input were tabulated, and the criteria were then categorized into four levels A, B, C, and D. Category A represented the criteria rated by the public to be the most important, and Category D represented the criteria rated as the least important. Each category was then assigned a weighting consistent with the public's evaluation of the level of importance of the each criteria.

Only criteria number 5, "Tie to the Significant Events of the Lewis and Clark Story" was placed in Category A, and based on public input, this category was given the highest weighting in the evaluation process.

Category B included criteria 1, 3, 10 and 11 as the second highest ranking criteria, and these were weighted accordingly. Category C included criteria 6, 7, and 9, and Category D included criteria 2, 4, and 8.

High, medium, and low values in multiples of one were then assigned to each criteria category in ascending order so that the lowest value of one category was higher than the highest value of the category below it.

The results of the public rankings of the criteria and the subsequent weighted scores assigned to each criteria are depicted in the tables on the following page. Once the basic scoring structure was in place, each recommended project/



Existing restroom facility at Lewis and Clark Trail State Park



Sweat house replica at Lewis and Clark Trail State Park

"I See Very little difference between the apparrant face of the Country here and that of the plains of the Missouri."

William Clark,
May 1, 1806

- while traveling near present-day
Lewis and Clark Trail State Park

site was evaluated according to the criteria. Each criteria was marked with high, medium, or low in terms of how prevalent the criteria was (or could be with improvements) at each particular site/project.

The Governor's [Washington State] Lewis and Clark Trail Committee assumed the primary responsibility for evaluating the sites according to criteria number 5 "Tie to Significant Events of the Lewis and Clark Story." Their in-depth knowledge of the events of the Lewis and Clark Expedition and extensive experience researching and studying the journals provided the background for their decisions.

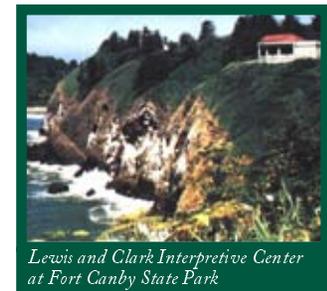
The Governor's Trail Committee also identified several key sites along the trail corridor as "crown jewels" due to their very strong relationship to the history and events of the Expedition, and those sites were subsequently given a "high" score within Criteria #5. The following sites/projects were identified as "crown jewels" by the Governor's Trail Committee (from east to west across the state):

- Chief Timothy State Park/Alpawai Interpretive Center
- Lewis and Clark Trail State Park
- Sacajawea State Park and Interpretive Center
- Horsethief Lake State Park
- Lewis and Clark Campsite State Park/Station Camp Site at McGowan
- Fort Canby State Park and Lewis and Clark Interpretive Center

This prioritization methodology ensured that each project/

site was evaluated according to a consistent list of criteria and in a methodical, non-biased manner. Since the public placed a high value on the "Tie to History and Significant Events to the Lewis and Clark Story," this criteria was ranked in the highest category and assigned a weighting that would ensure that all projects/sites with significant relationship to the Lewis and Clark Expedition would rank highly. Criteria point values were assigned as shown in the following table.

#	Name	H	M	L
1	Level of visitor services and facilities The level of visitor facilities and services at the site or in the nearby vicinity can adequately accommodate travelers (or could with proposed improvements of the project.)	9	8	7
2	Nearby tourism and recreational opportunities There are a variety of tourism and recreational opportunities located nearby in the vicinity or region.	3	2	1
3	Ease of public access/wayfinding The site is publicly accessible (open to the general public) and "not too far off the beaten path."	9	8	7
4	Proximity of scenic areas The site is located in proximity to scenic areas, including scenery relevant to the history of the Lewis and Clark Expedition	3	2	1
5	Tie to history of the Lewis and Clark Expedition The site/project has a significant relationship to the history of the Expedition and/or Native American cultures that interacted with the Corps of Discovery on their journey; and there are opportunities to provide interpretation from the Native American perspective.	12	11	10



Lewis and Clark Interpretive Center at Fort Canby State Park

"...men appear much Satisfied with their trip beholding with astonishment the high waves dashing against the rocks & the emence ocian."

William Clark,
November 18, 1805
- while camped at present-day Fort Canby State Park

#Name	H	M	L
6 Supportive of tribal goals and/or local goals and community objectives The project forwards local plans or is supported by tribes and/or local representatives	6	5	4
7 Stewardship/preservation needs The project is located on a site that has stewardship and/or preservation needs, or through the project implementation, there is an opportunity to protect sensitive aspects of the site or preserve important historic or cultural resources.	6	5	4
8 Recreational potential at the site There are either existing recreational facilities at the site or opportunities to expand recreational facilities in association with the project.	3	2	1
9 Funding opportunities There appear to be a variety of applicable funding opportunities for the project.	6	5	4
10 Property owner/manager supportive The owner/ manager of the site is generally supportive of the project.	9	8	7
11 Permittable and constructable before 2004 The project can be planned, designed, permitted, constructed, and made available for use by 2004.	9	8	7

Bonus Point Structure:

In recognition of the importance of each project's relationship to Lewis and Clark history and to give credit to those projects that had made progress and appeared to be moving forward due to the proponent's efforts, two bonus point categories were developed and applied to the project list as part of the rescoring effort in the fall of 2000:

Historical Significance Bonus Points

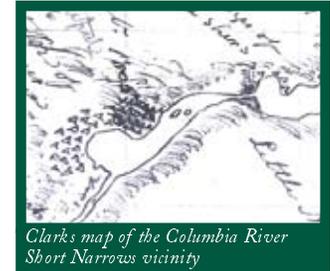
The Lewis and Clark Trail [Washington State] Governor's Committee assisted with evaluation of the historic significance of projects in accordance with the following criteria:

Points	Criteria
1	Site is located directly on the historic trail
2	Important geographic feature of reference; strong relationship to journal
3	Retains name given by Lewis and Clark; significant encounter with Native Americans occurred at site/vicinity; historic campsite at or visible from site
4	Single-day campsite; important events; or river confluences
5	Multiple-day campsite; highly significant events

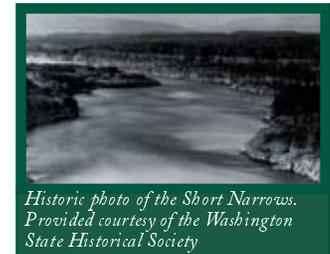
Progress Made Bonus Points

Bonus points were given to projects that had made some progress since originally conceptualized in accordance with the following criteria:

Points	Criteria
1	A sponsor, agency, or organization exists to lead the project.
2	The lead organization is actively pursuing funding and taking the project forward.
3	Some funding has been obtained already.
4	Some funding has been obtained and work on the project has progressed to the next stage/phase.
5	Some type of improvements have been constructed/installed at the site.



Clarks map of the Columbia River Short Narrows vicinity



Historic photo of the Short Narrows. Provided courtesy of the Washington State Historical Society

"I deturmined to pass through this place notwithstanding the horrid appearance of this agitated gut Swelling, boiling & whorling in every direction..."

William Clark,
October 24, 1805
- Description of the Short Narrows of the Columbia



Checks and Balances

In public meetings, a few people expressed concern about prioritization processes in general. The concern was that sometimes mathematical calculations when applied in decision-making processes may not always result in the best solutions. In other words, a purely scientific and methodical approach might not always take into account the broad range of considerations associated with each site or all the aspects of developing a statewide system of interpretation infrastructure for commemorating the bicentennial.

In order to address these concerns, it was important to “test” the prioritization process through a system of “checks and balances” reviews. The Agency Assistance Team, Governor’s Lewis and Clark Trail Committee, and representatives from the public who attended meetings where the draft plan recommendations and a list of prioritized projects were presented were all a part of this “checks and balances” review. Later, when the Lewis and Clark Bicentennial Committee was established by state statute, they also were involved in reviewing and commenting on the draft plan and prioritized project list.

As a result of these reviews, no projects identified as high priorities by the prioritization process were downgraded to secondary priority status. Minor adjustments were made throughout the plan, and some “secondary priority” status projects were reevaluated and re-scored based on new information. A few of projects were elevated to “high priority” status with the revised scoring based on new information. Eventually, with the rescoring of projects in the fall of 2000, several high priority projects were elevated to a new category called “Top Priority Projects.” These are the larger, more complex projects with the most urgent

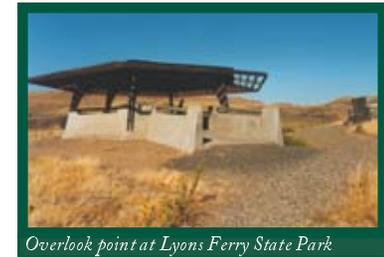
need for funding & resources so they can be implemented for the Bicentennial.

It should be noted, that some members of the Governor’s Trail Committee suggested elimination of several sites from the plan due to their minimal relationship to the Lewis and Clark Expedition. However, in the interest of illustrating that the planning process encompassed a comprehensive review of sites across the state and included analysis of sites suggested by public workshop attendees, all sites that were considered in the planning process were left in the plan.

The purpose of the planning process was to analyze all potential sites along the trail to determine possibilities for interpretation and improvements, and then, to let the prioritization process and subsequent reviews determine which sites should be the highest priority. If only the highest priority sites were listed, without showing secondary priority sites, the thoroughness of the planning process and effectiveness of the prioritization would not be as visible.

By presenting the draft plan recommendations to the AAT, Governor’s Trail Committee, and the public, we were able to obtain important ideas and feedback that were then incorporated into this plan. The review process tested the prioritization methodology and helped to confirm that:

- Plan recommendations and prioritization are “in sync” with the criteria used in evaluation.
- Plan recommendations, including the “Top Priority Projects,” when implemented, will achieve the vision and basic goals of the project.



Overlook point at Lyons Ferry State Park



Existing interpretive panel on the trail near Clarkston

“The country continues much the same, all high dry prairie.”

Patrick Gass,
October 13, 1805

- The plan considers public input received during the planning process, and high priority recommendations reinforce and support community interests statewide.
- The plan provides sufficient opportunities across the state for community participation and involvement in bicentennial commemoration projects. Multiple agencies, tribes, counties, cities, towns, RTPOs, chambers of commerce and economic planning organizations, and local citizens groups will all have opportunities to be involved in projects.
- Recommendations include a variety of different types of interpretive elements and improvements that will enhance the visitors' experiences.

Recommendations include sites and projects that are distributed across the state and not concentrated in any certain region.

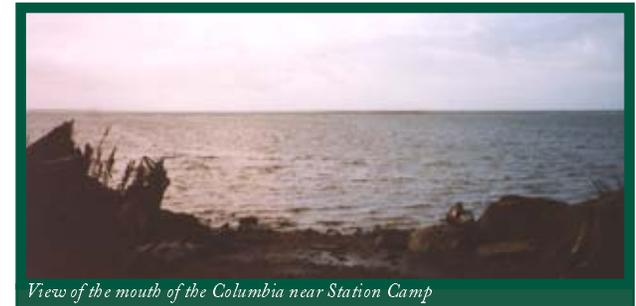
- Recommended projects at locations across the state provide various opportunities for access by multiple modes of transportation (i.e. facilities are provided for cars, RVs, motor boats, canoes, bicycles, walking, hiking, etc.)
- Recommendations propose major interpretive features at important gateway locations and intermodal hubs across the state.
- Recommendations provide opportunities for ongoing operation, stewardship, preservation, and enhancement related to important publicly managed lands statewide.

Washington's Top Priority Projects

Top priority projects were identified as those which should be accomplished first in order to achieve the goals and objectives of the Lewis and Clark Interpretive and Tourism Plan. Top priority projects include several projects that are larger and more complex in scale. Because these projects will take longer to complete, immediate attention should be given to funding and implementing them so that they will be in place for the bicentennial.

An important goal of this planning effort has been to assist local communities in defining their interests and project needs related to commemorating the Lewis and Clark Bicentennial. To achieve this goal, an extensive public involvement program has been conducted, involving more than 30 public meetings held in communities across the state over the last three years.

All of these efforts have culminated in the list of priority projects for commemorating the Lewis and Clark Bicentennial. Periodically, new projects have been identified, evaluated according the criteria developed through the public process, and added to the list. The list also has been updated to reflect progress made on implementation of projects.



View of the mouth of the Columbia near Station Camp



The Pacific Ocean

"...this great Pacific Ocean which we been So long anxious to See."

William Clark,
November 7, 1805

Washington's Top Priority Projects For Commemorating the Bicentennial

1	Station Camp / Lewis and Clark Campsite State Park Pacific County, Near Chinook	15b	Long Beach Peninsula Commemorative Element Pacific County, near Long Beach
2	Fort Canby State Park Pacific County, Near Ilwaco	15c	Sacajawea Heritage Trail and related sites, Tri-Cities Benton and Franklin Counties, Tri-Cities
3	Sacajawea State Park and Interpretive Center Tri-Cities, Washington	16	Lewis and Clark Discovery Trail / Pacific County Phase 3 Pacific County, Ilwaco to Chinook
4	The Confluence Center Asotin County, in Clarkston	17	Lyons Ferry State Park Along Snake River
5	Horsethief Lake State Park Klickitat County, Near Dallesport	18	Snake River Bicycling and Driving Tour Along Snake River, Whitman County
6	Ridgefield National Wildlife Refuge Clark County, north of Vancouver	19a	Doug's Beach State Park Klickitat County, Near Lyle
7	Steigerwald Lake / Cottonwood Beach / Steamboat Landing Clark County, near Camas/Washougal	19b	Vancouver Discovery Trail Interpretation and Signing Clark County, in Vancouver
8a	Wallula Wayside Interpretive Site Walla Walla County, near Wallula	19c	Lake Sacajawea in Longview Sculptural Project Cowlitz County, in Longview
8b	Lewis and Clark Discovery Trail/Pacific County Phase 1 Pacific County, Long Beach to Ilwaco	20	Wanapum Replica Village Tri-Cities area; Sacajawea Trail Riverfront
9	Confederated Tribes of the Umatilla Homelands Project Umatilla and Morrow counties, Oregon and Southeast Washington	21a	Crow Butte State Park Benton County
10	Lewis and Clark Discovery Trail/Pacific County Phase 2 Pacific County, Chinook to Megler or Knappton	21b	Maryhill State Park Klickitat County
11	Lewis and Clark Trail State Park Columbia County, between Dayton and Waitsburg	21c	Snake River Trail Extension from Clarkston to Chief Timothy and Clarkston to Wawawai Whitman and Asotin Counties
12	Beacon Rock State Park Skamania County, Columbia River Gorge	22	Skamokawa Vista Park / Columbia River Heritage Canoe Trailhead Wahkiakum County, near Skamokawa
13	Chief Timothy State Park and Alpowai Interpretive Center Asotin County, west of Clarkston	23	Julia Butler Hansen National Wildlife Refuge / Steamboat Slough Drive Wahkiakum County, near Cathlamet
14	Confluences/Simiinekem Multi-Site Sculptural Project – Snake and Columbia Rivers Multiple sites: Clearwater/Snake Confluence; Snake/Columbia Confluence; Willamette/Columbia Confluence; Arrival at Pacific Ocean		
15a	Megler Rest Area Pacific County, east of Chinook		

* multiple numbers listed indicates projects that tied in scoring.

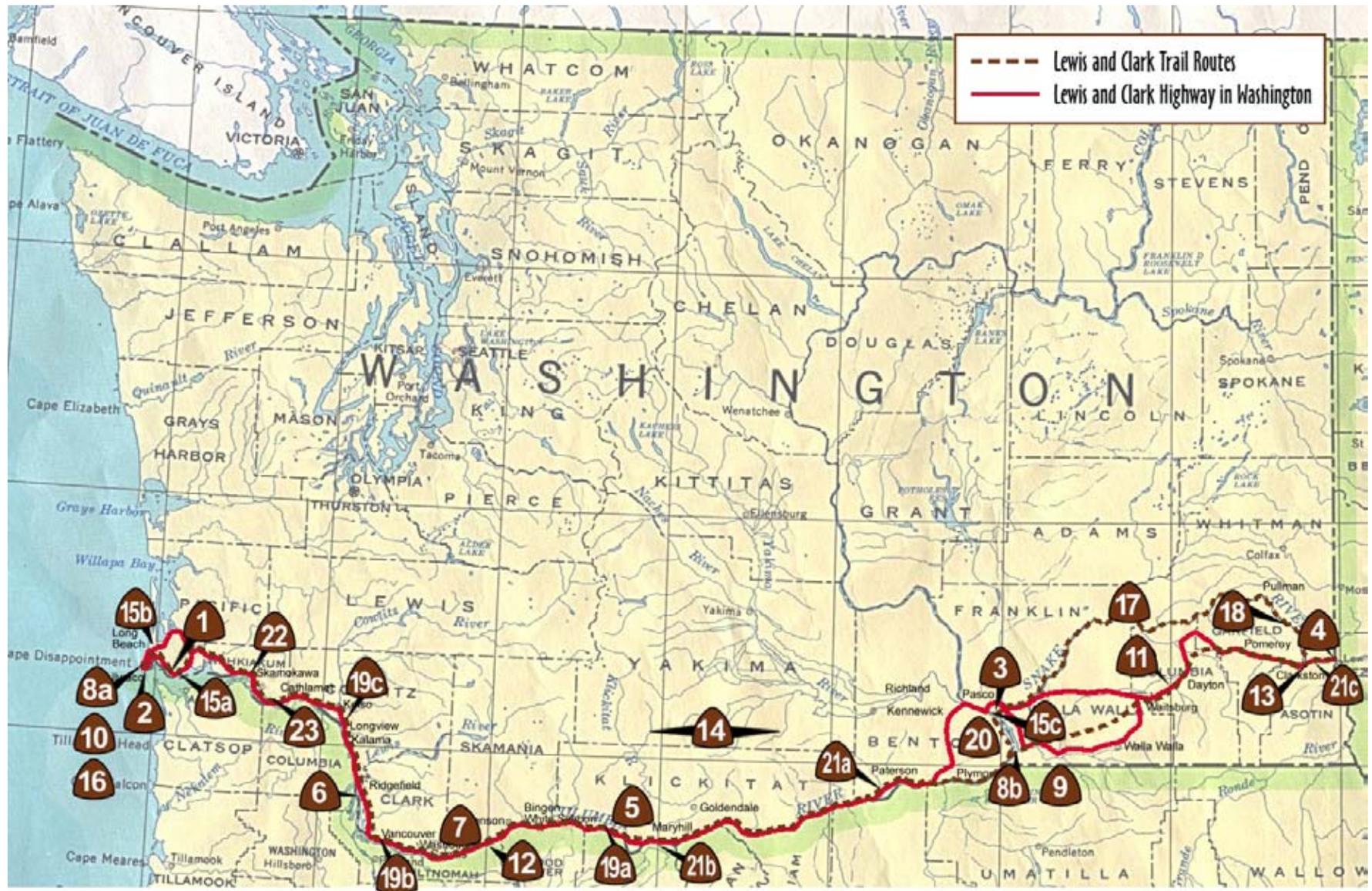


Painting depicting Chief Yelet's gift of an elegant whitehorse to William Clark, courtesy of the Fort Walla Walla Museum

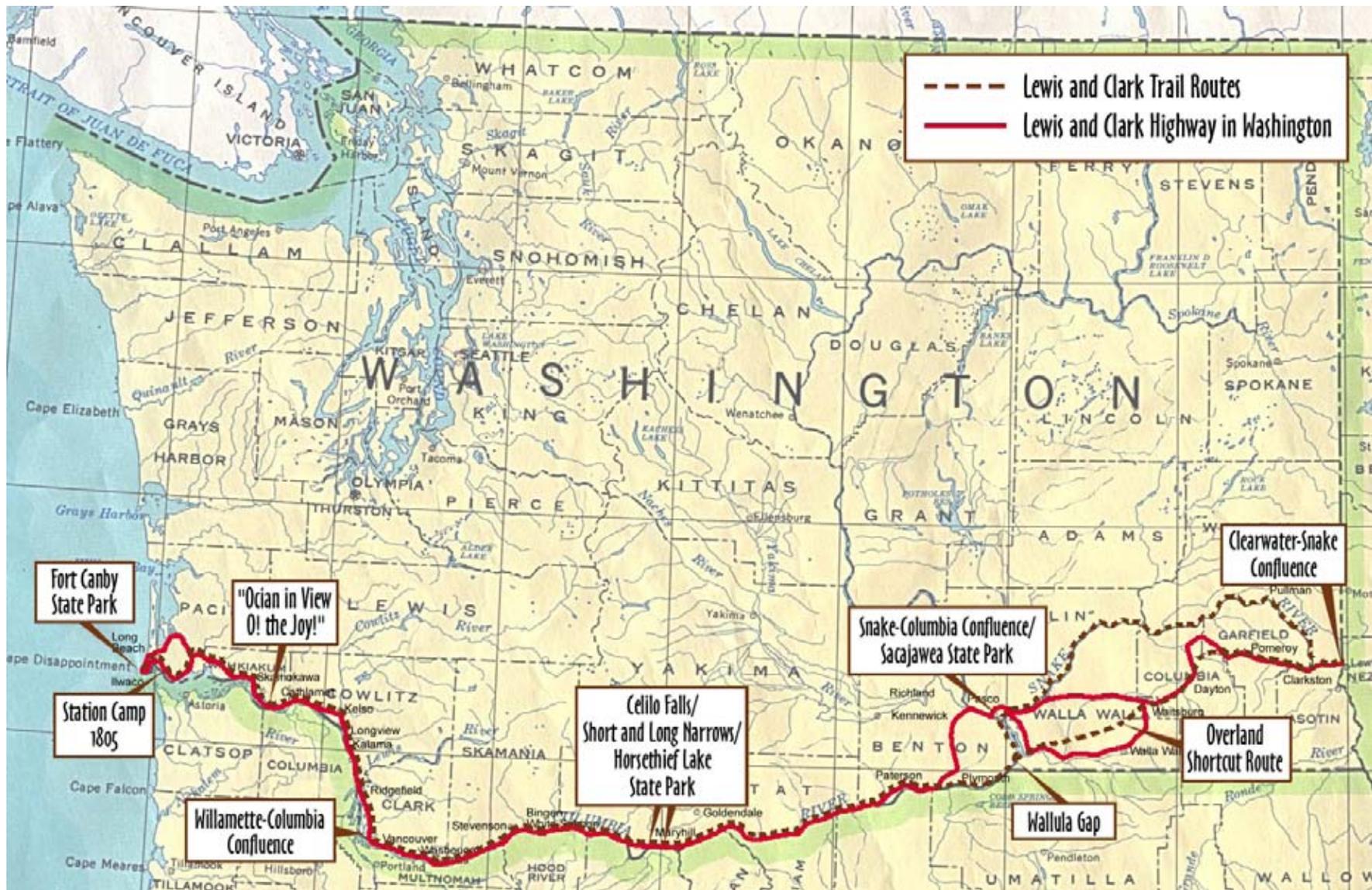
"... to the honor of these people ... they are the most hospitable, honest, and sincere people that we have met with in our voyage."

Meriwether Lewis,
May 1, 1806
- Both Lewis and Clark wrote this about the Walla Walla people.

Washington's Top Priority Projects



Significant Milestones of the Lewis and Clark Journey in this Region



Other High Priority and Secondary Priority Projects

Once top priority recommendations are funded, the recommendations list can be re-prioritized, moving up appropriate high priority and secondary priority recommendations to “top priority” status. It is conceivable that additional public funding sources could be found for these projects, or that private fundraising efforts can support their development. While not considered absolutely essential to achieve the goals of the Lewis and Clark Interpretive and Tourism Plan, implementation of secondary

priority recommendations will further enrich and enhance the visitor's experience.

Of the original 127 project sites identified for interpretive improvements and in some cases, site enhancements and more major projects, the vast majority are being implemented by the Lewis and Clark Trail Interpretive Waysides Project.

The table below lists recommendations not being covered in the wayside interpretive project and not already listed as top priority projects.

Name of Site/Project	Suggestion	Route, City and/or County	HorS
Greenbelt Trail/Confluence	Additional Interpretive Panels (2-3)	SR 12, Clarkston, Asotin Co.	S
Swallows Park	Post information about Lewis and Clark Trail	Via SR 12, Clarkston, Asotin Co.	S
Asotin Creek/Chief Joseph Wildlife Area	Post information about Lewis and Clark Trail; Possible Interpretive Panel	Via SR 129, Asotin County	S
Lewis and Clark Timeline - Hells Canyon Resort	Information Kiosk and Interpretive Panel(s)	SR 12, Clarkston, Asotin Co.	S
Wawawai Park	Information Kiosk and Interpretive Panel(s)	Via SR 193, Whitman Co.	S
Lower Granite Lock and Dam and Nearby Recreational Areas	Interpretive Panels (2-3)	SR 194, Whitman and Garfield Counties	S
Little Goose Lock and Dam and Nearby Recreational Areas (Including Riparia)	Interpretive Panels (2-3)	Via 261, Whitman and Columbia Counties	S
Port of Garfield Waterfront Site	Post information about the L& C Trail and nearby interpretive sites	SR 127, Garfield County	S
Lyons Ferry Fish Hatchery	Post information about the L&C Trail and nearby interpretive sites	SR 261, Franklin County	S
Palouse Falls State Park	Post information about the L&C Trail; Possible Interpretive Panel	SR 261, Franklin County	S
Lyons Ferry Marina	Post information about the L&C Trail and nearby interpretive sites	SR 261, Walla Walla County	S
Ayer Boat Basin and Recreation Area	Loop trail and Interpretive Panels	SR 261 or 263, Walla Walla County	S



Name of Site/Project	Suggestion	Route, City and/or County	HorS
Devil's Bench Recreation Area	Post information about the L&C Trail and nearby interpretive sites	Via SR 263, Walla Walla County	S
Lower Monumental Lock and Dam and Nearby Recreational Areas	Additional interpretation; post information about the L&C Trail and nearby interpretive sites	SR 263, Walla Walla and Franklin Counties	S
Matthews Recreation Area	Post information about the L&C Trail and nearby interpretive sites	SR 263, Franklin County	S
Windust Park	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	Pasco-Kahlotus Road or SR 263, Franklin County	S
Big Flat Wildlife HMU	Post information about the L&C Trail and nearby interpretive sites	Via SR 263, Franklin County	S
Levey Park	Post information about the L&C Trail and nearby interpretive sites	Pasco-Kahlotus Road, Franklin County	S
Ice Harbor Lock and Dam and Nearby Recreational Areas	Interpretive Panels (2-3) Franklin and Walla Walla Counties	SR 124 or Pasco-Kahlotus Road,	S
Columbia Plateau Trailhead and near Ice Harbor	Trailhead interpretation about L&C Expedition; Post information about the L&C Trail and nearby interpretive sites	SR 124 or Pasco-Kahlotus Road, Franklin and Walla Walla Counties	S
SR 124 - Additional roadside pull-offs	Construction of 2-3 additional roadside pull-off areas with interpretive panels	SR 124, Walla Walla County	S
Hood Park and Boat Basin	Post information about the L&C Trail and nearby interpretive sites (note: this site has been discussed as one of the possible locations for the Wanapum Replica Village project)	SR 124, Walla Walla County	S
Madame Dorian Park and Wallula Wildlife HMU Site	Provide Lewis and Clark Expedition interpretation; could be feasible site for a wayside stop in Wallula area	SR 12, Walla Walla County	H
McNary National Wildlife Refuge Access Area	Post information about the L&C Trail and nearby interpretive sites	SR 12, Walla Walla County	S
North Touchet Road Campsite Heritage Marker	Provide interpretive panel to go with heritage marker; promote as part of L&C Trail	North Touchet Road, Walla Walla County	S
McNary Lock and Dam and Nearby Recreational Areas	Interpretive Panels (2-3)	Via I-82, Benton County	S
Roosevelt Park	Interpretive Panel	SR 14, Klickitat County	S
John Day Dam and Cliffs Recreation Area	Interpretive Panels (2-3)	SR 14, Klickitat County	S
Spearfish Lake Recreation Area	Post information about the L&C Trail and nearby interpretive sites	SR 14, Klickitat County	S
The Dalles Dam and Nearby Recreational Areas	Interpretive Panels (2-3)	SR 14, Klickitat County	S



Name of Site/Project	Suggestion	Route, City and/or County	HorS
Lyle Point Recreation Access	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Lyle, Klickitat County	S
Parksite at the mouth of the Klickitat River - Star Property	Park improvements, including Lewis and Clark Expedition interpretation	SR 14, Lyle, Klickitat County	S
Rowland Lake Recreation Access	Post information about the L&C Trail and nearby interpretive sites	SR 14, Klickitat County	S
Bingen Point and Bingen Marina	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Bingen, Klickitat County	S
Visitor Information Center/Park and Ride West of Bingen	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Bingen, Klickitat County	S
White Salmon River Access at Underwood	Post information about the L&C Trail and nearby interpretive sites	SR 14, Skamania County	S
Spring Creek National Fish Hatchery and Recreational Site	Replica Native American fishing village interpretive project and related features/park improvements (USFWS)	SR 14, Skamania County	S
Drano Lake Recreation Area	Interpretive panel	SR 14, Skamania County	S
Little White Salmon National Fish Hatchery	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Skamania County	S
Dog Mountain Creek / Waterfall and Dog Mountain Trailhead	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Skamania County	S
Wind River Fishing Access	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Skamania County	S
Pacific Crest National Scenic Trail and Trailhead	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Skamania County	S
Stevenson Landing / Waterfront Park	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Skamania County	S
Columbia Gorge Interpretive Center	Outdoor interpretive trail and related improvements	SR 14, Skamania County	H
Columbia Gorge Interpretive Trail	Trail from Stevenson to North Bonneville and related improvements/interpretation	SR 14, Skamania County	S
Bonneville Lock and Dam and Nearby Recreational Areas	Interpretive Panels (2-3)	SR 14, Skamania County	S
Fort Cascades Historic Site	Post information about the L&C Trail and nearby interpretive sites	SR 14, Skamania County	S



Name of Site/Project	Suggestion	Route, City and/or County	HorS
St. Cloud Recreation Area	Post information about the L&C Trail and nearby interpretive sites	SR 14, Skamania County	S
Franz Lake Overlook	Interpretive panel about Wapato as food on the Expedition	SR 14, Skamania County	S
Parkersville Landing Historic Site and Park	Post information about the L&C Trail and nearby interpretive sites; possible interpretive panel	SR 14, Clark County	H
Wintler Park	Post information about the L&C Trail and nearby interpretive sites; interpretive panel	SR 14, Clark County	S
Paradise Point State Park	Post information about the L&C Trail and nearby interpretive sites; interpretive panel	I-5, Clark County	S
Willow Grove Park	Post information about the L&C Trail and nearby interpretive sites; interpretive panel	SR 4, Cowlitz County	S
Cathlamet Marina / Waterfront Area	Post information about the L&C Trail and nearby interpretive sites; interpretive panel	SR 4, Wahkiakum County	S
Fort Columbia State Park	Post information about the L&C Trail and nearby interpretive sites; interpretive panel	SR 101, Pacific County	S
Chinook Park	Major upgrades to the park, including a riverfront trail and additional Lewis and Clark interpretation	SR 101, Pacific County	H
Willapa National Wildlife Refuge	Post information about the L&C Trail and nearby interpretive sites	SR 101, Pacific County	S

Notes:

- Sites are listed from east to west.
- List does not include Top Priority Projects, already listed in this plan, or sites that are part of the Lewis & Clark Trail Interpretive Waysides project, which are listed in a later section of this plan.
- Sites where Lewis and Clark related interpretation has already been installed recently are not listed (such as Maryhill Museum and Chamberlain Lake Safety Rest Area).
- L&C interpretation at sites and parks in Tri-cities area (such as Two Rivers, Chiawana, Columbia Park, etc.) will be part of the Sacagawea Heritage Trail listed as a Top Priority Project.
- Pillar Rock campsite and "Ocean in view" interpretation will be provided at Skamokawa Vista Park.
- L&C interpretation at sites and parks in Pacific County will be part of the Discovery Trail listed as a Top Priority Project.

H = High Priority

S = Secondary Priority



Summary of Original High Priority Recommendations (From 1999 Draft Interpretive and Tourism Plan)

New Interpretive Centers and Exhibits

- The Confluence Center (Welcome Center/Gateway Interpretive Center in Clarkston area)
- Vancouver National Historic Reserve (New exhibit to be housed at the reserve or to travel to multiple sites)

Renovated and Expanded Interpretive Centers

- Alpowai Interpretive Center at Chief Timothy State Park
- Sacajawea Interpretive Center at Sacajawea State Park
- Lewis and Clark Interpretive Center at Fort Canby

Major Linear Interpretive Experiences

- 30-Mile Discovery Trail in Pacific County (serves multiple modes: driving, bicycling, walking/hiking, and water travel)

Outdoor Displays, Shelters, Special Interpretive Features or Monuments

- Chief Timothy State Park
- Lewis and Clark Trail State Park
- Horsethief Lake State Park
- Columbia Gorge Interpretive Center
- Station Camp/Lewis and Clark Campsite State Park/McGowan Area
- Long Beach Peninsula—Monument marking the Corps of Discovery's arrival at the Pacific Ocean

Amphitheaters

- Chief Timothy State Park
- Crow Butte State Park
- Maryhill State Park
- Horsethief Lake State Park
- Beacon Rock State Park

Interpretive Elements (Single panels or multiple panels/kiosks)

- Clarkston Greenbelt Trail
- Boyer Park and Marina
- Palouse Falls State Park
- Texas Rapids Recreation Area
- Lyons Ferry State Park
- Fishhook Park
- Charbonneau Park
- Lewis and Clark Expedition Roadside Heritage Markers on US 12
- Three Forks Indian Trail Roadside Heritage Marker on US 12
- New Roadside Heritage Markers on SR 124
- Pomeroy Area Heritage Markers/Information Kiosk
- Dayton Area Heritage Markers/Information Kiosk
- Lewis and Clark Trail State Park
- Sacajawea State Park and Sacajawea Roadside Heritage Marker
- Chiawana Park and/or Columbia or Two Rivers Parks
- Wallula Wayside Interpretation
- Madame Dorian Park
- Plymouth Park
- Crow Butte State Park
- Horsethief Lake State Park
- Maryhill State Park



- Maryhill Museum
- Doug's Beach State Park
- Beacon Rock State Park
- Steigerwald Lake/Steamboat Landing/
Cottonwood Beach
- Parkers Landing Historic Site
- Vancouver Discovery Trail/Waterfront Pathway Kiosks
and Directional Signage
- Frenchman's Bar Riverfront Park
- Ridgefield National Wildlife Refuge
- Julia Butler Hansen National Wildlife Refuge
- Skamokawa River Access/Heritage Canoe Trail
- Pillar Rock/Grays Bay Marker at Rosburg Road
- Fort Canby State Park
- 4 to 6 panels/signs and associated roadside pull-off
improvements (where not already existing) for each
route/segment of the Lewis and Clark Highway
- Selected State Fish and Wildlife sites

Other Linear Interpretive Experiences/ Interpretive Trails

- Lewis and Clark Snake River Trail (serves multiple
modes: driving, bicycling, walking/hiking, and water
travel)
- Additions to Interpretive Trail at Crow Butte State Park
- Beacon Rock State Park interpretive trail at day use area
- Skamokawa River Access—Water Trail and
Interpretive Panel at Trailhead
- Local scenic drives/heritage loops
- Water trails in general, along the Clearwater, Snake
and Columbia Rivers

Visitor Services and Facilities and Other General Recommendations

- Expanded signing and marking along the designated
highways and trail routes in Washington
- Distinction between "highway" and "trail" with signage
- Multiple agency coordination and partnering
- Multiple agency review of camping facilities
- Coordination and planning of "events" and "education"
components before, during, and after the bicentennial
with local historical museums, interpretive centers,
tribes, and other organizations
- More detailed transportation assessments with
specific priorities
- New Lewis and Clark Highway designations
- Study feasibility of highway relocation in the
McGowan area
- Design guidelines implementation and oversight
committee for interpretive elements
- General improvements to parks, recreation sites, rest
areas, and other visitor facilities throughout the corridor
- New rest area/roadside stop in Wallula area
- Upgrade Alpowai Summit Rest Area and expand
interpretation there
- Develop detailed regional maps and general statewide
maps that illustrate trail features.



Steps to Project Implementation

A simplified description of the major steps toward project implementation related to development of bicentennial commemorative and interpretive features and facilities is provided below.

First Step: Initial Project Planning/Programming; Identifying Responsibilities and Potential Partners

The first step in the implementation process will be to complete planning and programming efforts for top priority recommendations, including the identification of the various interests that will assume responsibilities for carrying the projects forward.

In some cases, multiple agencies will join together to develop projects. Several of the existing roadside heritage markers across the state have been installed as a result of collaborative efforts of the Washington State Parks and Recreation Commission, Washington State Department of Transportation, and the Washington State Historical Society. There are also opportunities for public/private partnerships.

Some projects can and will be accomplished through the efforts of a single agency or community organization, or even by an individual who is interested in contributing to the bicentennial commemoration effort. Private corporations (especially Pacific Northwest companies who feel a strong commitment to the heritage of our state) may be interested in making donations or extending gifts to communities for interpretive and commemorative elements. Many of the high priority recommendations involve the installation of a single interpretive panel at a site. This

typically can be accomplished for a modest price of \$5,000 or less.

Second Step: Pursuing Funding

The second step in the implementation process will be to pursue funding for the projects. In some cases, more detailed planning may be needed as part of this process.

To assist with this stage, an Implementation Summary Table has been created for Top Priority and High Priority projects. The table shows:

- Estimated Costs of Implementation (planning level estimates)
- Potential Agencies and Partners to be Involved
- Potential Funding Sources
- Permitting and Construction Considerations.

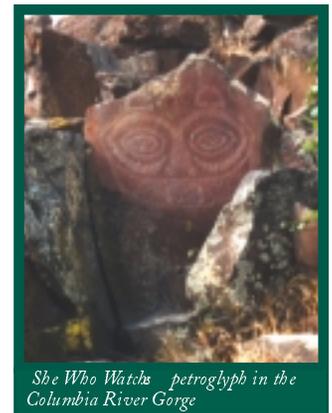
This information will be helpful in ongoing planning and in the pursuit of funding. Because the Implementation Summary Table is a “living” document, frequently being updated in response to progress made on projects, it is not included within this plan. It is available separately by contacting the WSHS Heritage Resource Center at 360-586-0219.

Third Step: Final Planning and Design

Once funding has been obtained, the third step will be final planning and design of the interpretive elements and



Rainbow in the Columbia River Gorge National Scenic Area



She Who Watches petroglyph in the Columbia River Gorge

improvements. Designers retained for the various projects across the state should be encouraged to review and comply with the Design Guidelines for Outdoor Interpretive Exhibits. See the next section of this plan.

Fourth Step: Construction

The fourth step will be construction of the improvements, facilities, and interpretive elements. An important objective will be construction of the high priority recommendations by the end of 2003, so that the infrastructure is fully in place before the bicentennial years.

Final Step: Commemoration Operation and Long Term Maintenance

The final step will be commemoration, ribbon-cutting ceremonies, and eventually the use and enjoyment of the new features by the public.

Ongoing maintenance, staffing, and stewardship activities associated with existing and new interpretive elements and facilities will really be the "final step." However, it will be important to factor the costs and needed resources associated with long-term maintenance and operations into initial project programming, which is part of the "first step."

The Benefits of Implementing the Lewis and Clark Corridor Action Plan

There has been an unprecedented level of interest in planning for the Lewis and Clark Bicentennial in Washington, as demonstrated by several well-attended

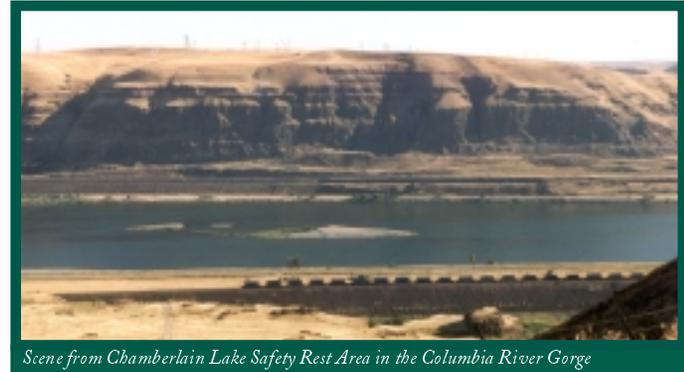
public meetings held throughout the state during the past six months.

The State of Washington, Native American tribes, federal agencies, local communities, and a broad spectrum of other stakeholders along the trail are optimistic about the opportunities associated with commemorating the Lewis and Clark Expedition.

Now that we have entered the new millennium and the 200th anniversary of the Lewis and Clark Expedition draws near, the level of interest in the story of the Corps of Discovery continues to grow, and we feel an evermore urgent need to move forward with project implementation.

So many people cherish the history of the Lewis and Clark Expedition. Perhaps the story is inspirational to people who have been moved by the never-ending perseverance and enduring spirit of the members of the Corps of Discovery. Maybe the descriptions of the Native American cultures, landscapes, vegetation, and wildlife of our country in the journals, now nearly 200 years old, capture the attention of so many because they provide a glimpse of western life so different from today's vast settlements and burgeoning industries.

Whatever the reason, it is clear that people cherish the story of the Lewis and Clark Expedition and its rich contribution to our heritage.



Scene from Chamberlain Lake Safety Rest Area in the Columbia River Gorge



Pathway at Cape Disappointment, Fort Canby State Park

Many significant events of the Expedition occurred in Washington. Washington citizens are extremely interested in the encounters of the Corps of Discovery in this state, as demonstrated by the high level of public meeting attendance and comments submitted during the planning process.

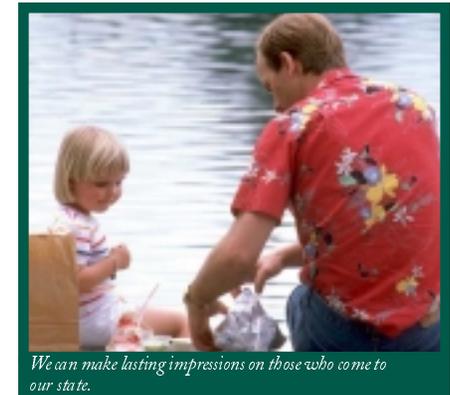
Implementing the recommendations of this plan will enhance the experiences of the many visitors who will be coming to our state while traveling the Lewis and Clark Trail. The potential economic benefits associated with increased tourism will help to strengthen local and regional economies.

It is important that we be prepared. We have a basic responsibility to serve this likely influx of travelers, while also protecting and preserving our state's unique natural resources and diverse scenic beauty.

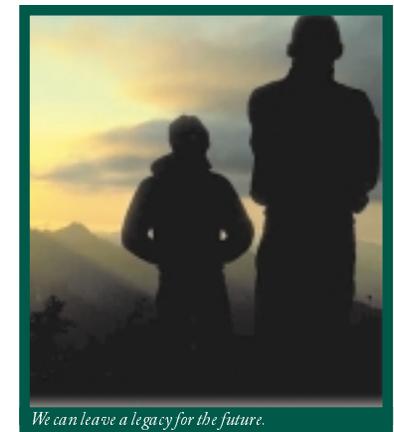
By expanding and enhancing our system of public facilities and interpretive opportunities, we will be prepared, but we need to start soon! The sooner we begin improvements, the better prepared we will be during the peak years of the bicentennial. With the typical lead time associated with planning, design, permitting and development, we need to be proactive, particularly when it comes to some of the larger projects recommended. In summary, we should make the investment to implement the recommendations of this plan because:

- The Corps of Discovery experienced significant events in Washington, and these events should be fully and appropriately interpreted and commemorated.

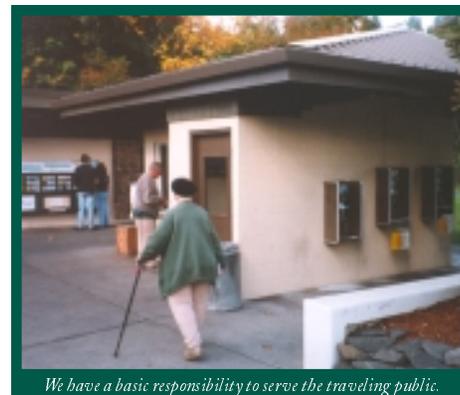
- We have a basic responsibility to serve the traveling public.
- We need to protect and preserve our unique natural resources and intrinsic qualities.
- We have the time to do a thoughtful, superior, and comprehensive job.
- We can make lasting impressions on those who came to our state.
- We can leave a legacy for our children and future Washington citizens. (Interpretive and commemorative elements should be of lasting quality so that they can be in place for the Lewis and Clark Tricentennial Commemoration!)
- We have a unique opportunity to invest in the future of our state, while also commemorating a profoundly meaningful piece of our heritage.



We can make lasting impressions on those who come to our state.



We can leave a legacy for the future.



We have a basic responsibility to serve the traveling public.

Introduction and Background

The Design Guidelines for outdoor interpretive exhibits along the trail in Washington were developed in 1999 and contain recommendations related to graphics, imagery, color, and format for interpretive panels, markers, signs, kiosks, and other features to be installed across the state in preparation for the bicentennial.

The intent of the guidelines is to offer guidance for the design and development of interpretive elements and signs so that a unified “look” can be implemented statewide, as well as to ensure that a consistent level of lasting quality and integrity is inherent in these elements. Collaboration between local, state, and federal agencies on interpretive projects, as suggested in the guidelines will further ensure that interpretive topics and themes create an interesting, unique story across Washington, avoiding repetition and redundancy.

The guidelines are being used by state agencies, such as the Washington State Department of Transportation and the Washington State Parks and Recreation Commission, and it is strongly encouraged that all other local, state, and federal agencies and organizations to use the guidelines so that there is continuity statewide. Use of the guidelines will increase opportunities for funding and resources. With the extent of interpretive elements recommended by this plan, including both new and existing signs to be upgraded, it will be important for projects to follow the Design Guidelines.

Content and Organization of the Design Guidelines

The Design Guidelines are based on Washington’s story of the Lewis and Clark Expedition. The imagery, regional context, and suggested interpretive topics capture the spirit of exploration that was part of the Lewis and Clark Expedition as it traveled through what is now known as Washington. The guidelines draw upon a mix of recognizable elements, some continuous and some unique.

Continuity can be established throughout the network of interpretive exhibits through visual and thematic cues derived from elements and impressions of such elements as the natural landscape and native cultures present at the time of the Expedition; early 1800s frontier exploration; the Corps of Discovery trading activities; the “Age of Enlightenment,” and travel along the Snake and Columbia rivers. The proposed aesthetic for interpretive structures is directly derived from the distinct natural environments and native cultures encountered by Lewis and Clark in Southeastern Washington, the Columbia River Gorge, and Southwestern Washington.

The link between present day visitors and the Lewis and Clark Expedition will be made through interpretation. The interpretive theme, told through strong interpretive graphics and minimal text, is one key to a successful outdoor exhibit. The exhibit must also fit



within the site's physical and historic context by having a direct relationship to the Lewis and Clark story.

Each site will be part of a larger network of interpretation along the Lewis and Clark Trail. In addition to interpretive exhibits, there will be orientation panels and signage to direct visitors, and other elements constructed to commemorate the Lewis and Clark Bicentennial. Elements such as bicentennial monuments and plaques, trail marker and mileposts, highway directional trail identifier signs, and other types of improvements also are addressed in the Design Guidelines. Specific chapters of the guidelines are listed below:

- I. Introduction
- II. How to Create Interpretive Exhibits – The Process
- III. Washington's Lewis and Clark Story – Imagery, Regional Context, and Suggested Interpretive Topics
- IV. Interpretive Guidelines
- V. Outdoor Exhibits, Markers, and Other Elements
- VI. Appendix (Includes Panel Layout Grids, Type Styles, International Symbols, Highway Signing Information, Resource List, Reference Materials, Image Credits, and Potential Funding Opportunities)
- VII. Color Palette

The Process of Developing Outdoor Interpretive Exhibits

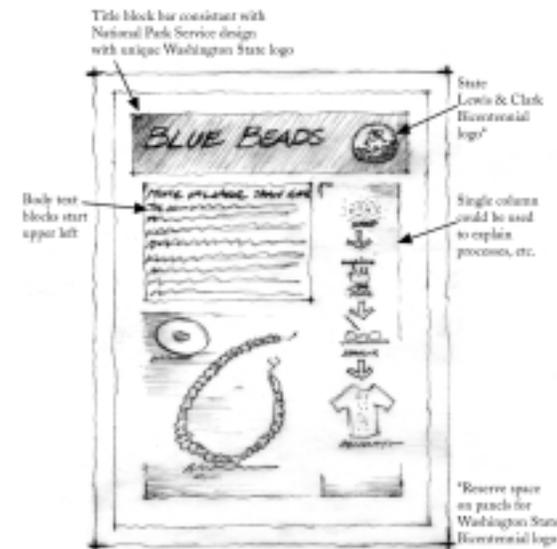
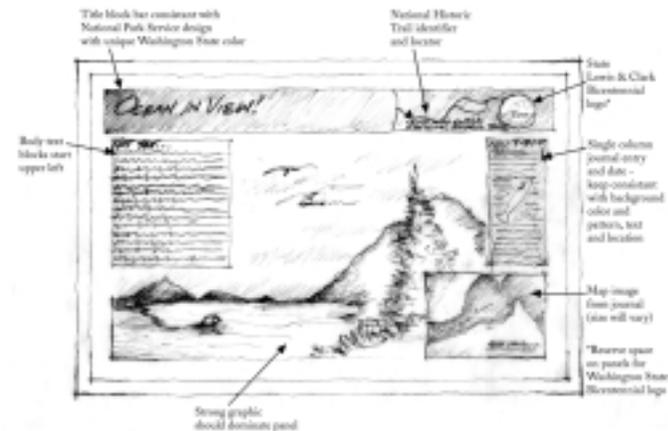
For those unfamiliar with the process of creating outdoor exhibits, or who want to review the steps involved, the Design Guidelines outline four main steps, including:

1) Getting Started

The first step for your team should involve reviewing the Design Guidelines, the *Corridor Action Plan* for commemorating the Lewis and Clark Bicentennial in Washington, and other relevant resource materials, as well as brainstorming on potential ideas and topics for the exhibits.

2) Planning

The next step should include determining goals, themes, the audience, parameters, resources, and the site. Other considerations during planning include the story of the Lewis and Clark Expedition related to the site, the site's context and ownership, and the availability of resources.



3) Design Process

The design process should involve selecting a design team and developing a work plan for utilizing agency and/or committee resources for the project in order to meet schedule requirements and ensure accuracy and consistency. Design outcomes should be finalized written text and graphic layout for interpretive panels and design drawings for interpretive structures and other elements. Some early permitting and environmental reviews may also occur during design.

4) Implementation

This final step should include completing the final review, getting permits and approvals for construction, then fabricating, building, and installing the exhibits on site.

Adminstrating the Design Guidelines

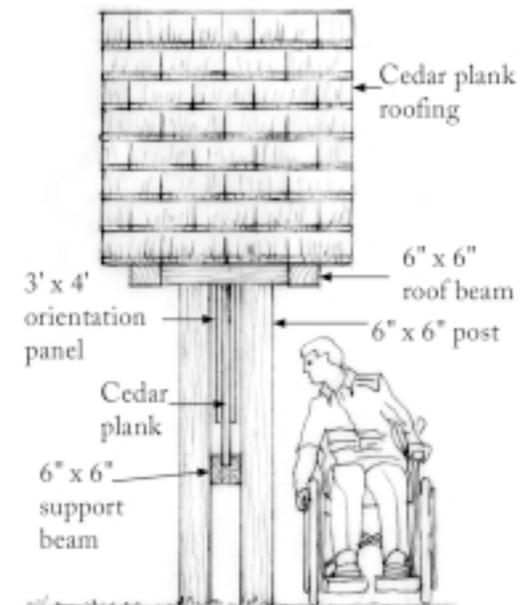
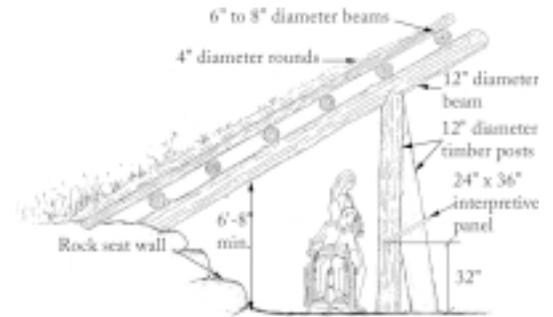
The Agency Assistance Team will provide basic oversight to determine if state projects comply with the intent of the Design Guidelines. For other interpretive projects related to the Lewis and Clark Trail, local agencies and organizations are encouraged to refer to the Design Guidelines so that a cohesive look can be developed statewide and interpretive themes and topics blend well without redundancy.

The Design Guidelines can be an important resource to groups wishing to design and develop their own Lewis and Clark interpretive projects. The Governor's [Washington State] Lewis and Clark Trail Committee is another helpful

resource. The members of the committee have offered to provide reviews of interpretive content and monument wording to ensure historical accuracy.

How to Get a Copy of the Design Guidelines

The Design Guidelines are available online at: http://www.wsdot.wa.gov/hldr/hcp/hcp_home.htm. You will be at the Heritage Corridors Program home page, you can click on the Lewis and Clark Bicentennial button which will take you to the design guidelines and other bicentennial information. You can download and print out a "PDF" copy of the guidelines. If you do not have access to the Internet, you can obtain a copy of the guidelines by contacting the Washington State Historical Society Heritage Resource Center 360-586-0219.



Overview

This action plan identifies the need for interpretive improvements and site enhancements at several locations along the Lewis and Clark Trail in Washington. As a direct outcome of the action plan development process, the state Agency Assistance Team decided to develop conceptual plans for several top priority projects including the Clarkston Interpretive Center (now known as The Confluence Center) and Chief Timothy State Park (looked at as one overall conceptual plan); Horsethief Lake State Park; Discovery Trail in Pacific County; and a traveling exhibit that will tell the story of the Lewis and Clark Expedition from the Native American perspective.

Public meeting participants (including representatives from local communities and tribes along the trail) at several public workshops and presentations held during the development of the plan expressed a strong level of interest and support in these projects. These projects also were endorsed by the Washington State Lewis and Clark Bicentennial Advisory Committee, established in statute by the Washington State Legislature in 1999.

As the state has received additional funding for bicentennial planning it is anticipated that more conceptual planning for other high priority projects will occur. Several other organizations and agencies have further developed plans and designs for the projects listed in this *Corridor Action Plan*. For example, Washington State Parks and Recreation Commission has received project funding for Fort Canby State Park and Sacajawea State Park and is proceeding with planning and design for these projects.

Following are summaries of the four conceptual plans developed by the state AAT.

Clarkston Area and Chief Timothy State Park Improvements

Introduction and Background

Clarkston, located at the eastern border of our state in the Lewis-Clark Valley, is an important gateway to Washington, as well as to the Nez Perce homelands, the Nez Perce Trail, the Hells Canyon Recreation Area, and the Lewis and Clark Trail in Washington and Idaho. A team of consultants and state agency representatives worked closely with the Asotin County Lewis and Clark Bicentennial Committee (ACLBC), the US Army Corps of Engineers, and other members of the Clarkston and Lewiston communities to develop a conceptual plan for interpretive and tourism improvements in the Clarkston area to commemorate the Lewis and Clark Bicentennial.

Historical Context

The Lewis and Clark Expedition passed through this area on both the westbound 1805 and eastbound 1806 segments of the journey. On October 10, 1805, the Expedition



Aerial photo of the Clarkston area.



The Confluence site in Clarkston

camped near the confluence of the Snake and Clearwater rivers on the north bank, across from the present location of Clarkston. That evening, William Clark recorded a detailed description of the Nez Perce people in his journal, after having spent several weeks with them in their homelands. The Nez Perce people had rescued the party from near starvation after crossing Lolo Pass, which at that time was covered in snow. There are many stories related to the Expedition's time with the Nez Perce and its travels down the wild Snake River on the way to the Columbia that can be interpreted at the new center and Chief Timothy State Park. Also, while in this vicinity, Expedition members commented on the remarkable landscape of the barren hillsides and black rugged rocks along the sides of the river, making particular notice of the fact that there were no trees anywhere in sight.

Conceptual Plan Recommendations

The proposed project resulting from this planning process would include the following components:

- ***The Confluence Center - Gateway Interpretive and Education Center in Clarkston***
The Confluence Center will serve as a welcome center and gateway interpretive facility, as well as a major point of orientation for visitors to the Lewis-Clark Valley. Suggested interpretive topics include the story of interactions between Expedition members and the Nez Perce Tribe and aspects of regional Native American culture. The overall story of the Lewis and Clark Expedition through what is today the state of Washington and other topics of regional interest (geology, river canyons, local history, etc.) should also be interpreted here.

- ***Interpretive Loop Trail and Overlooks/Interpretive Shelters at Chief Timothy State Park Island***
This component of the project will provide primarily outdoor recreational and interpretive improvements at the park. The main feature of the project will be an interpretive loop trail that follows the perimeter of the island and connects to the existing campground and interpretive center site. An orientation kiosk and possibly additional restrooms might also be developed with the trail loop and overlook structures.
- ***Alpawai Interpretive Center at Chief Timothy State Park***
The project would include minor improvements and upgrades to the Alpawai Interpretive Center, as well as funding for additional staff and expanded hours of operation at the interpretive center.
- ***Lewis and Cmotin County Discovery Trail Segment - Connecting the Interpretive Center in Clarkston with Chief Timothy State Park***
This component of the project will include development of approximately 7 miles of paved multi-use pathway with interpretive wayside stops between



Firepit near boat launch, Chief Timothy State Park



Existing recreational trail in Clarkston

the Clarkston Discovery Center and Chief Timothy State Park along US Highway 12. Portions of this pathway already exist. The trail will connect to the Clearwater-Snake National Recreational Trail system, an existing network of trails in Washington and Idaho, expanding recreational and transportation opportunities for the region.

- ***Local Scenic and Heritage Loop Tour with Interpretive Waysides on the North Side of the Snake River, Along SR 193/Wawawai River Road in Whitman County***
This component of the project consists of a series of interpretive wayside stops along SR 193 and Wawawai River Road covering historic aspects of the Lewis and Clark Expedition as they traveled down the Snake River on the westbound leg of the journey, as well as aspects related to the eastbound return leg of the journey. The US Army Corps of Engineers also envisions development of a primitive, all-weather trail system from Lewiston, Idaho, to the Wallula area on the north side of the Snake River. The trail would tie into the proposed interpretive wayside stops along this segment.

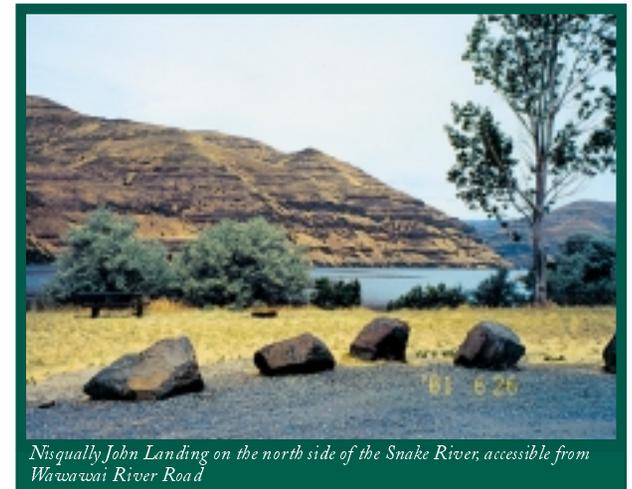
Work in Process and Next Steps

As a result of the development of the conceptual master plan, the Asotin County Lewis and Clark Bicentennial Committee received funding to complete a more detailed master plan and feasibility study for The Confluence Center. That work was completed, and now the project has received additional funding for design. It is anticipated that the project will be completed in phases, with full

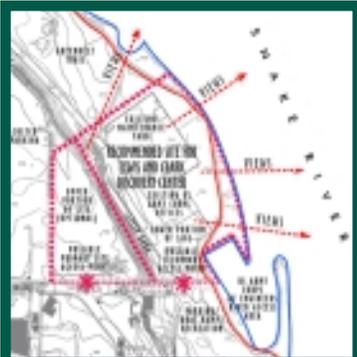
implementation before the Lewis and Clark Bicentennial is commemorated in Washington. One of the principal goals of the project will be to create improvements that will be fully functional and sustainable over the long-term. Lewis and Clark Bicentennial projects should leave a lasting legacy in their communities. New facilities, as well as improved existing facilities need to be maintainable and operable for many years to come, not just during the Bicentennial.

State Parks continues to seek funds for improvements at Chief Timothy State Park. To date, a small amount of funding has been assembled for design, but additional funding is needed for design, as well as to cover construction and operational costs.

The possibility of building a multi-modal trail that connects Clarkston with Chief Timothy State Park on the south side of the river, as well as a segment on the north side of the river, extending to Wawawai Park prior to the bicentennial seems somewhat remote. Given the challenges faced with finding funds for the more important elements of the project – The Confluence Center and improvements at Chief Timothy State Park - obtaining funds for the trail has really been a secondary priority. However, such a trail could be a long-term goal for the community, to be funded and completed once the other elements of the project are in place.



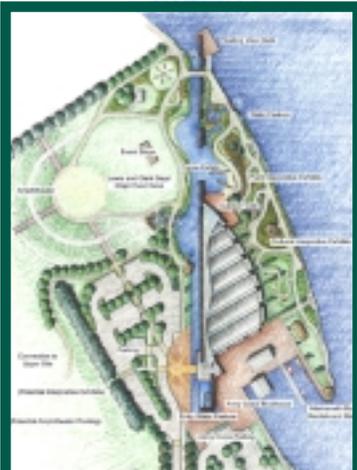
Nisqually John Landing on the north side of the Snake River, accessible from Wawawai River Road



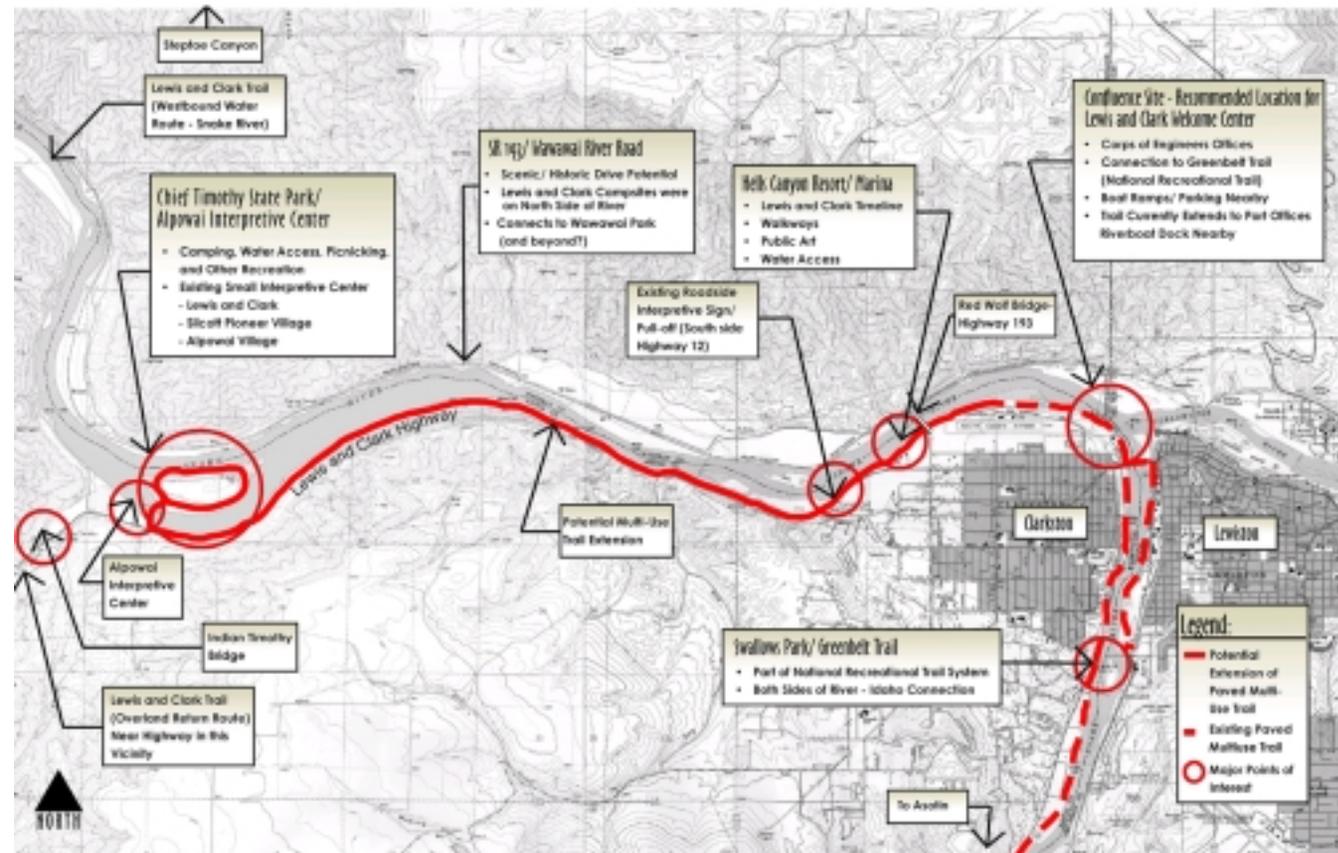
Confluence site diagram



Potential site for new interpretive center in Clarkston



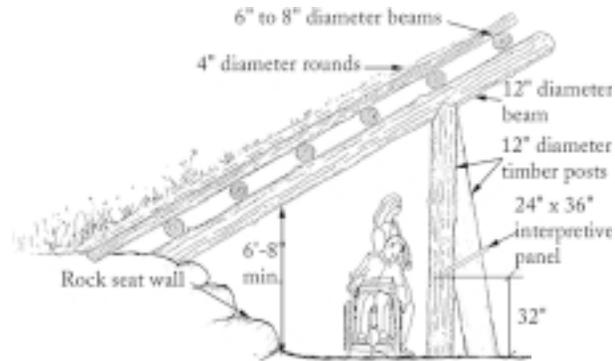
Conceptual site design for The Confluence Center



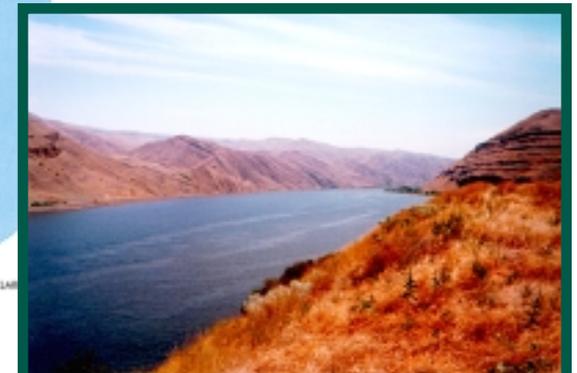
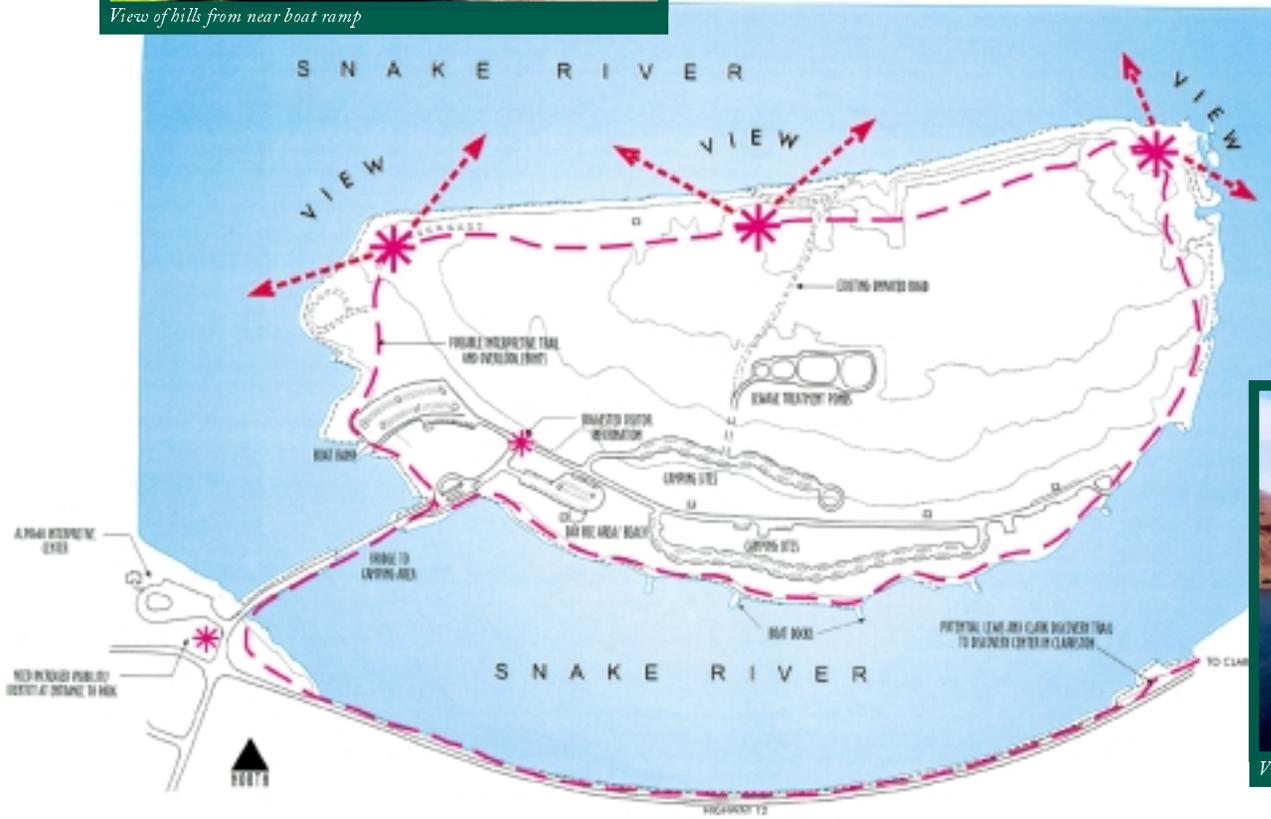
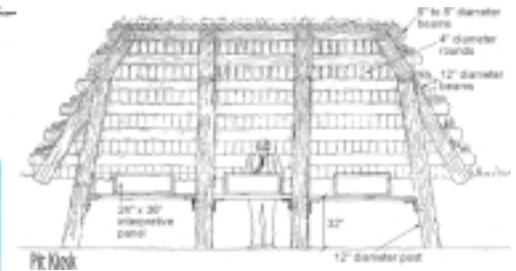
Clarkston Area Vision Map



View of hills from near boat ramp



Possible design styles for overlook structures at Chief Timothy State Park



View from Chief Timothy State Park looking east

Horsethief Lake State Park

Introduction and Background

A team of consultants and members of the AAT, as well as other staff from the Washington State Parks and Recreation Commission (State Parks) worked together to develop the conceptual plan. Planning work included visiting the site and reviewing existing conditions to determine appropriate locations for interpretation and the need for site improvements.

Horsethief Lake State Park is accessible from State Route (SR) 14 on the north side of the Columbia River, a few miles east of Dallesport, Washington. The turn-off to the site is located near Milepost 85 on SR 14, approximately 1.5 miles east of the junction of SR 14 and US 197. The park is 338 acres in size with approximately 7,500 feet of shoreline on the Columbia River. Horsethief Lake formed just above The Dalles Dam when backwater from the dam became enclosed by the causeway of the railroad line along the Columbia River. The lake and river offer abundant recreational opportunities for park visitors. Currently, the park provides limited overnight camping facilities (12 primitive sites open April 1st through October 31st), as well as opportunities for picnicking (35 sites), hiking, rock climbing (at nearby Horsethief Butte accessible from SR 14), boating, paddling, fishing, birdwatching, windsurfing, and observing the unique geology and pictographs and petroglyphs found in the vicinity. Boat launch ramps to the lake and the river are currently available. Telephone, drinking water, and public restrooms are available at the park.

Historical Context

Horsethief Lake State Park is one of the most culturally rich sites along the Lewis and Clark Trail. The area was once a gathering place for tribes and several Native American villages were located in the area. A bountiful fishery existed in this vicinity where the Long and the Short Narrows of the Columbia River, and the Great Falls of the Columbia – Celilo Falls once roared.

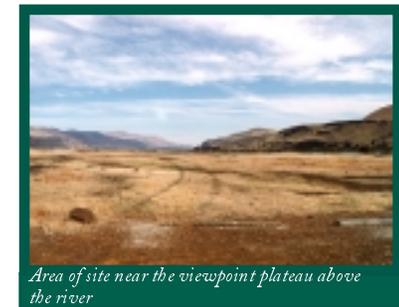
The Celilo Falls vicinity and nearby villages upstream and downstream from the falls were major trading hubs where tribes from all over the West gathered. Here, the river formed a cove protected from winds by the surrounding geologic formations. During the time of the Lewis and Clark Expedition, a large Native American village existed in the protected cove area, as was noted by members of the Corps of Discovery in their journals. Pictographs and petroglyphs in the area can be viewed through pre-scheduled tours guided by State Parks staff.

The Corps of Discovery spent time in the vicinity of this site during both the westbound trek to the Pacific Ocean and eastbound return portion of their journey, as they struggled through the Long and the Short Narrows. On October 24, 1805, Clark described the Short Narrows as follows:

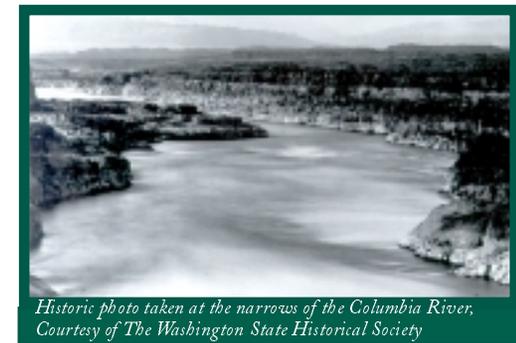
The whole of the Current of this great river must at all Stages pass thro this narrow



Windy day at Horsethief Lake State Park



Area of site near the viewpoint plateau above the river



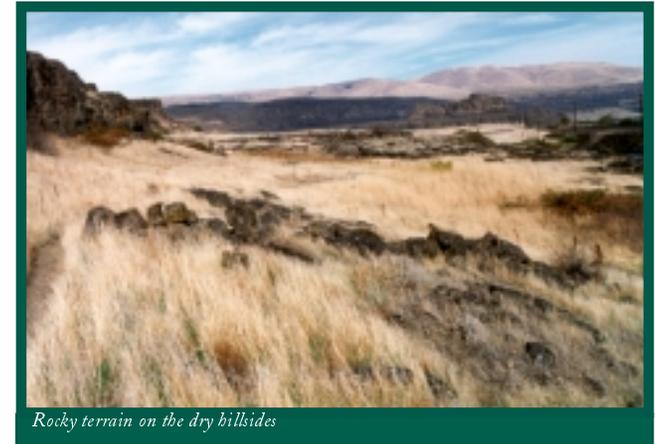
Historic photo taken at the narrows of the Columbia River, Courtesy of The Washington State Historical Society

channel of 45 yards wide. as the portage of our canoes over this high rock would be impossible with our Strength, and the only danger in passing thro those narrows was the whorls and Swills arising from the Compression of the water, and which I thought (as also our principal watermen Peter Crusat) by good Stearing we could pass down Safe, accordingly I deturmined to pass through this place notwithstanding the horrid appearance of this agitated gut Swelling, boiling & whorling in every direction (which from the top of the rock did not appear as bad as when I was in it; however we passed Safe to the astonishment of all the Inds: of the last Lodges who viewed us from the top of the rock.

Conceptual Plan Recommendations

Recommended site improvements for Horsethief Lake State Park include:

- An interpretive loop trail with an orientation kiosk at a trailhead location near the campground and interpretive panels along the trail as it extends in a loop configuration around the point of land overlooking the river (see suggestions for interpretive subject matter, below);
- Expansion of the campground area to approximately double its current capacity, and enhancement of the camping area by providing more space between campsites and buffering trees/landscaping, while also maintaining the primitive nature of the camping experience;
- A new restroom facility, centrally located in the park for access from the campground and interpretive kiosk orientation area;
- A rustic amphitheater built into the natural slope near the shoreline of the lake;
- Expanded parking areas and relocation of the entry road as it reaches "the point" to accommodate the interpretive loop trail;
- Managed viewing areas for the Native American rock art located at the site; and
- Improved fishing access to the lake.



Rocky terrain on the dry hillsides

These features are illustrated in the Conceptual Plan on the following page.

Work in Process and Next Steps

Washington State Parks and Recreation Commission will be pursuing a variety of funding options for the project and has received some funding for design of interpretive exhibits. Once additional funding is secured, State Parks will take the project through design and development, with the intent of completing improvements prior to the bicentennial commemoration. As the project moves forward, local agencies, the Columbia River Gorge Commission, and tribes from the region will be involved.



Pacific County Discovery Trail

Introduction and Background

In the summer and fall of 1999, the Washington State Agency Advisory Team (AAT) assisted citizens and local, state, and federal agency representatives from Pacific County in developing a conceptual master plan for the Lewis and Clark Discovery Trail. A steering committee of local citizens and agency representatives was formed during the planning process and several meetings were held, including field visits to important sites along the trail route.

The conceptual planning process identified potential physical options for the trail, as a first step in developing an overall trail master plan. Additional more detailed field work and analysis will be needed in the future to determine specific feasibility of trail route options identified in the conceptual plan. This early planning process focused on several important goals:

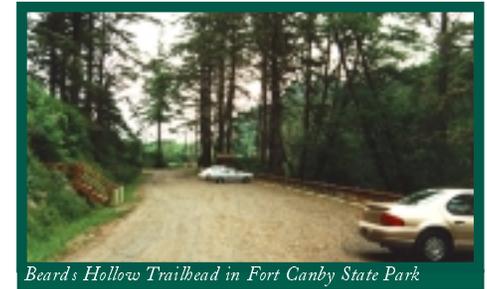
- Keep the trail planning process moving forward.
- Define, discuss, and evaluate trail alignment options.
- Identify interpretive, tourism, and recreational opportunities associated with the trail.
- Summarize sensitive areas, possible constraints, and trail development issues.
- Define priorities and phasing for the trail, as well as focus areas for interpretation and monuments.
- Provide a list of action items and next steps to complete the project, including potential funding options.

Historical Context

The Discovery Trail will provide the unique opportunity for visitors to experience the Corps of Discovery's arrival at the mouth of the Columbia River and Pacific Ocean. This interpretive and recreational journey will take visitors through the incredible sequence of events that led to the Corps' arrival at the Pacific, including the despair of being pinned against rocks at a campsite they called the "dismal notch" (near present-day Megler Safety Rest Area) and finally rounding Point Ellice to Station Camp, a place within view of the ocean. Members of the Expedition noted in their journals that Station Camp was where they reached the "end of the voyage." Another segment of the Discovery Trail will mark the Corps' trek across Cape Disappointment to the "long, sandy beach" where fuller views and physical contact with the waters of the ocean were possible. The Corps of Discovery reached the principal goal of its mission – the Pacific Ocean while in this region of the state, and monuments and interpretive markers along the Discovery Trail will document and describe these exciting days of the journey.

Conceptual Plan Recommendations

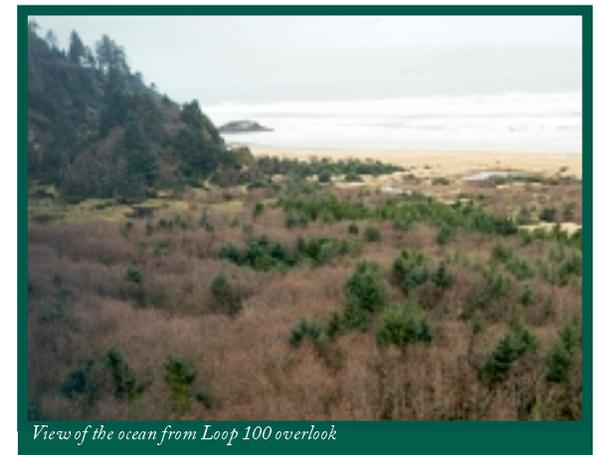
It is envisioned that the trail will be developed in three phases as a linear



Beards Hollow Trailhead in Fort Canby State Park



Project team and community members on field trip to Stringtown Road



View of the ocean from Loop 100 overlook

interpretive and recreational route, ultimately extending approximately 30 miles, from Long Beach to Knappton Cove, along the Pacific Ocean and Columbia River. The trail will include segments of existing trail in Long Beach, Fort Canby State Park, Fort Columbia State Park, and segments of newly developed trails. Most of the trail will be a multi-purpose paved pathway, while some segments through forested natural areas may be more primitive. Also, some segments of the trail may be aligned alongside city streets as sidewalks and bike lanes.

The Conceptual Plan identifies several alignment options for the trail within three segments:

- Segment 1 Columbia River – Pacific Ocean Link
- Segment 2 Station Camp to Ilwaco
- Segment 3 Knappton to Station Camp

Potential opportunities and constraints associated with trail development in each of these areas were outlined in the conceptual plan. The three segments are further described below.

Segment 1: Columbia River – Pacific Ocean Link

This segment will extend from Long Beach to Fort Canby State Park, and then on to the Port of Ilwaco. The specific alignment of the trail will differ from the historic route of the Corps of Discovery, but the general sense of purpose is the same – to cross Cape Disappointment and provide a link between the Columbia River/Baker Bay and the Pacific Ocean. This segment will also include a portion that follows William Clark's four mile northerly trek up the

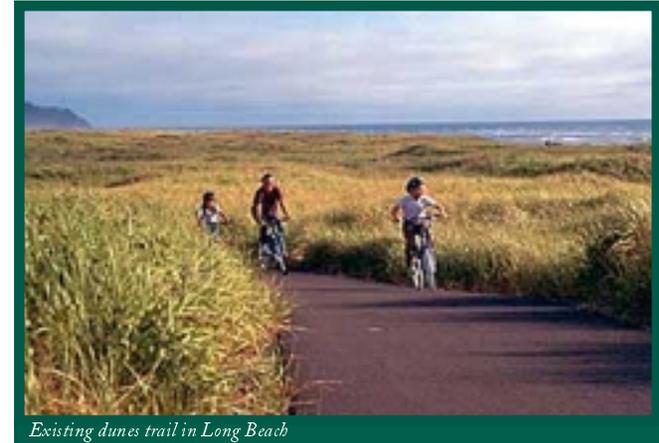
Long Beach Peninsula. Another portion of the trail in this segment will provide an interpretive overlook point near the sailing vessel anchorage area noted in William Clark's map of the cape.

Segment 2: Station Camp to Ilwaco

This segment will follow the approximate route of Captain Lewis' and Captain Clark's separate journeys to the Pacific Ocean after arrival at Station Camp. This segment will terminate at the Port of Ilwaco at an overlook point on Baker Bay. Events of the Expedition that took place at Station Camp and in the vicinity will be interpreted along the trail, including "the vote" by all members of the party to determine where to make winter camp, and the trading and interactions with tribes of the area.

Segment 3: Knappton to Station Camp

This segment will commemorate the trials and tribulations associated with the Corps of Discovery's confinement to the "dismal notch" camp for several days. Interpretation will also describe their elation at finally being able to get around Point Ellice (or Point Distress/the blustering point as they called it) to reach Station Camp and the mouth of the Columbia River after their long journey across the continent.



Existing dunes trail in Long Beach



Existing trail in Fort Canby State Park

Within these three segments, there are many points of interest that the trail will improve access to for bicyclists, hikers, inline skaters, parents with strollers, and people with disabilities. The trail will provide access to areas with spectacular scenery, including North Head Lighthouse, McKenzie Head, the Anchorage, the Pacific Ocean shoreline, and the northern-most point on the beach that William Clark and his men reached on November 19, 1805. One of the outstanding features of the trail is the varied terrain that it will pass through, allowing hikers the opportunity to start at the sheltered harbor at Ilwaco, cross into a large ancient forest, descend to the Pacific Ocean, and walk along the beach. Interpretation and commemorative monuments related to the Lewis and Clark Expedition and other topics will be provided along key points that are fully accessible to the public.

Work in Process and Next Steps

The trail project has received funding for ongoing planning, design, and development, including a Federal TEA 21 grant. This funding will be used to develop Phase I of the Discovery Trail project, which involves extending the trail from Long beach to Ilwaco via Beard's Hollow and Fort Canby State Park. The trail will link to the Port of Ilwaco and tie into the downtown street revitalization project in Ilwaco. Nearly all the funding is in place that is needed for Phase I development of the trail. Additional funding will be needed to complete other phases. Currently, the City of Long Beach and Washington State Parks and Recreation are proceeding with design and development of the trail within the Phase I segment.



“The Sea which is imedeately in front roars like a repeated roling thunder ... now 24 Days Since we arrived in Sight of the Great Western Ocian, I cant Say Pasific as Since I have Seen it, it has been the reverse.”

William Clark,
December 1, 1805

Pacific County Discovery Trail Conceptual Master Plan



Traveling Exhibit: The Lewis and Clark Expedition from the Native American Perspective

Introduction and Background

This *Corridor Action Plan* for commemorating the bicentennial of the Lewis and Clark Expedition identifies the need for an exhibit and/or expanded interpretation in the Vancouver area since it is the largest city and an important travel hub along the Lewis and Clark Trail in Washington. Additionally, representatives from several Native American cultural centers and local and regional interpretive centers along the trail have expressed a strong interest in a traveling exhibit related to the Lewis and Clark Story. Moreover, attendees at public meetings have repeatedly stated their interest in the Native American perspective of the story.

This conceptual plan outlines a proposal for a traveling exhibit that would focus on the story of the Lewis and Clark Expedition from the perspective of American Indian tribes from throughout the Pacific Northwest. The exhibit, which could be temporary in nature and could travel to cultural centers and museums throughout the region, would greatly enhance and enrich the visitor's understanding of the complete history of the Lewis and Clark Expedition and its relationship to the native people who lived throughout the region. The exhibit could interpret aspects of Native American life before, during, and after the Expedition.

The AAT worked with local representatives from Vancouver and the surrounding area, including the

Vancouver Mayor Royce Pollard, city staff, and representatives from the Vancouver National Historic Reserve Trust; and the Chinook Tribe to discuss possible locations for an interpretive center or exhibit and to "brainstorm" about the general concept. The idea of the exhibit debuting somewhere within the National Historic Reserve was discussed.

The concept of an interpretive exhibit that focuses on the story of the Lewis and Clark Expedition from the Native American perspective located at the Reserve has been presented for public input at several community meetings held across Washington from December of 1998 through the present.

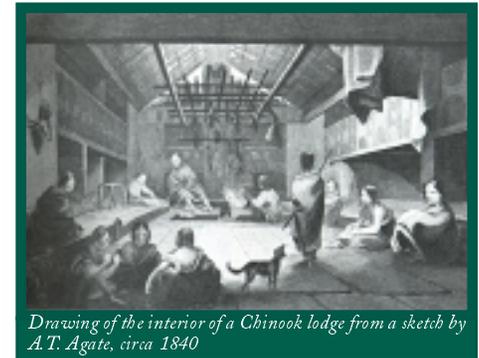
Planning work included visiting the Reserve and reviewing existing conditions to determine appropriate locations for the exhibit, as well as estimating costs and summarizing the overall interpretive concept.

The plan outlines a general concept for the exhibit and potential venues for the exhibit, but is careful not to extend to far into defining specific interpretive subject matter and exhibit design parameters, which should be planned and designed in partnership with Pacific Northwest tribes.

There are several venues that might be appropriate for this



Existing exhibit at The Vancouver National Historic Reserve



Drawing of the interior of a Chinook lodge from a sketch by A.T. Agate, circa 1840

traveling exhibit, including regional Native American cultural centers and interpretive centers and other places of significance along the Lewis and Clark Trail, including the Vancouver National Historic Reserve. Further planning and coordination will be necessary to confirm all venues, including the final decision about the debut location.

Historical Context

Journals of the members of the Lewis and Clark Expedition provide descriptions of encounters with American Indian people and descriptions of the landscape and places that existed during the time of their journey. These descriptions in the journals are clearly only one part of the story. Oral history passed down through generations of the native people from throughout the Pacific Northwest provide glimpses of what it was like for the tribes when they first met the Lewis and Clark Party. Historical accounts passed down by tribes provide more detailed insights into the events that occurred before, during, and after the Lewis and Clark Expedition, including dramatic cultural

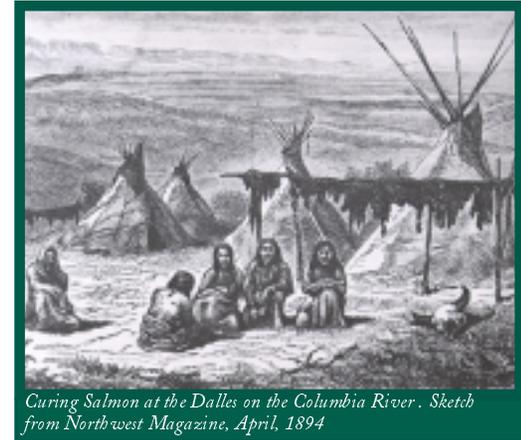
Conceptual Plan Recommendations

Following are some general recommendations for the scale and scope of the exhibit, touching on possible means for weaving together interpretation related to several Pacific Northwest tribes.

- It is envisioned that the exhibit could be accommodated within a space of approximately 2,500 to 3,000 square feet. From research of spaces at the Vancouver National Historic Reserve and Native American cultural centers and interpretive centers throughout the

region, a size much larger than this probably could not be accommodated as a temporary exhibit at many of the potential venues.

- The exhibit would travel to different locations throughout the bicentennial years of 2004 through 2007. The exhibit could also be made available as a temporary or possibly permanent exhibit beyond the bicentennial years if so desired.
- The exhibit should provide Interpretation related to all of the tribes that interacted with Lewis and Clark in the Pacific Northwest, including those tribes that no longer exist.
- The provision of public restrooms, convenient access and circulation, public parking, and other services are important factors to consider when identifying potential locations for the exhibit. Also, since the intent would be for the exhibit to be available for public viewing, requirements of the Americans with Disabilities Act (ADA) would need to be met in the design, development, and display methods of the interpretive materials.
- It is highly recommended that the interpretive displays be designed to be interactive and experiential, with opportunities for visitors to become fully engaged in the story. Living history programs and story telling and interpreting by representatives from tribes should be included.



Curing Salmon at the Dalles on the Columbia River. Sketch from Northwest Magazine, April, 1894



Sketch of man from coastal tribe with woven cedar hat

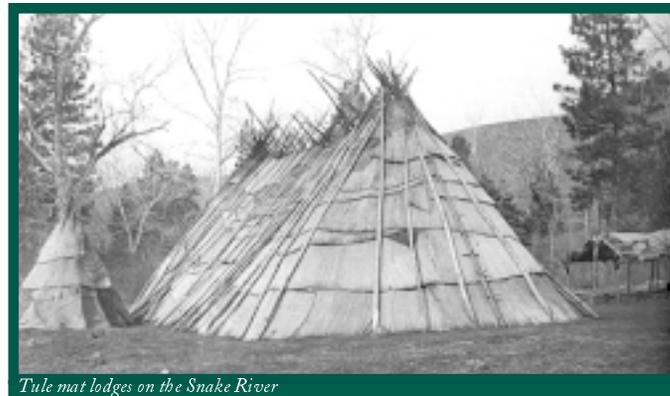
Weaving the Interpretation Together

There are several possibilities for weaving the interpretation together throughout the exhibit:

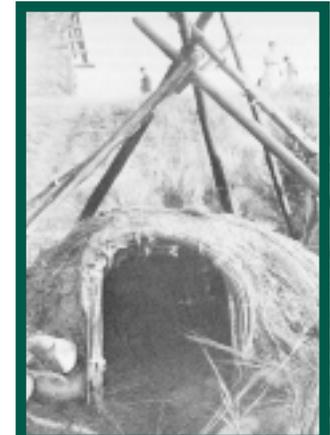
- Through interpreting aspects related to each tribe at specific time intervals, such as before contact with whites, during the time of the Expedition in 1805 and 1806, and later in the 1800s;
- Through relating each tribe's own stories of encounters with the Lewis and Clark Party (what they thought of these newcomers; how many tribes already had anticipated that they would be coming; how they felt about the future; the activities that occurred during the time of the Expedition, such as trading sharing meals, providing guidance and information to the Captains, etc.
- Visitors could flow through the exhibit based on an east to west geographic approach to the interpretation, covering various tribal homelands from the Rocky Mountains to the Pacific Ocean (refer to the diagram included in this plan.) The east to west flow of the interpretation would be symbolic of the initial westward encounters of the Lewis and Clark Expedition, as well as the later westward Euro-American expansion
- Interpretive topics and themes to be determined by the tribes involved in the project could provide a linkage throughout the interpretation. (An example would be a continuous element in the display associated with each tribe that addresses change, traditions, ties to the environment, or other topics.)

Work in Process and Next Steps

The Washington State Historical Society has secured initial funding for this project. It is anticipated that a project team of interested tribal representatives and potentially federal, state, and local agency support staff would be formed. The project team will then move forward through the exhibit design and development stages, with the intent of completing improvements prior to the bicentennial commemoration.



Tule mat lodges on the Snake River



Sweathouse from upper Columbia River area. Photo courtesy North Central Washington Museum Association

The Washington State Agency Assistance Team (AAT) has developed an exciting interpretive guide that summarizes the highlights of the Corps of Discovery's travels through the region. The 2001 edition of the guide was recently completed and copies are being distributed throughout the Pacific Northwest. After a prototype printing in 2000, the guide was reviewed by several historical experts, tribal representatives, and members of local cities and towns along the trail. The guide was then revised and edited in response to the comments received from the prototype review process.

Some of the most vivid and compelling events of the Expedition occurred along the Snake and Columbia segment of the journey, and these stories have yet to be fully interpreted to the traveling public. The "End of Our Voyage" guide interprets and illustrates these stories with graphics, text, photos, and quotes from the Lewis and Clark Expedition journals. The guide is designed as a fold-out map with a convenient lap-size folding format. After the cover and introduction, the guide includes an overall map of the state and key to the 7 area maps that follow. Each of the 7 area maps are surrounded by text, and illustrations printed in full color. The last page of the guide includes puzzles and activities for "having fun along the trail" as well as special messages, information sources, websites, and lists of Native American cultural facilities, interpretive centers and museums in proximity to the trail.

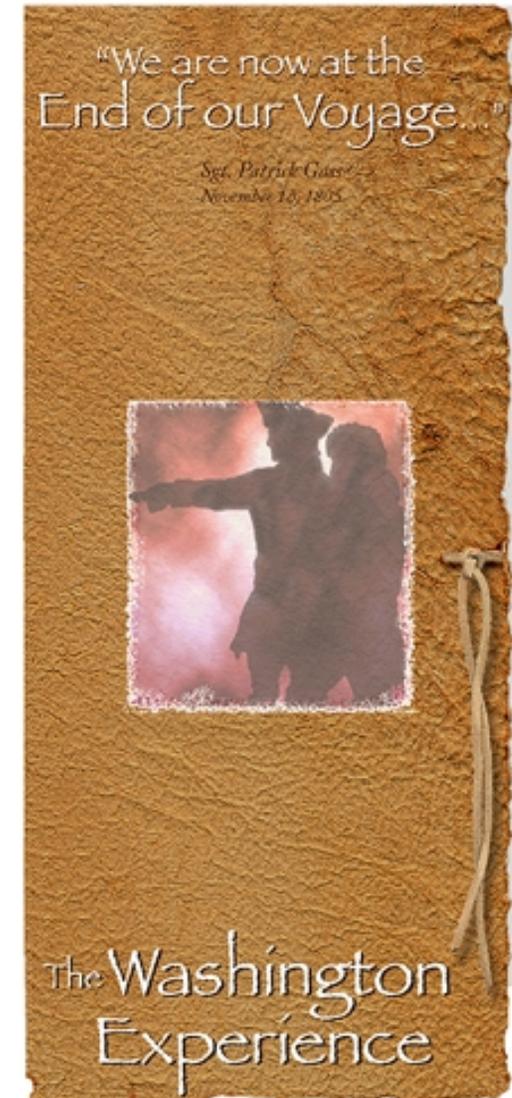
The guide is targeted toward use as an historic interpretive reference to broaden interest and awareness in the history and culture of the Lewis and Clark Expedition and Pacific Northwest tribes. The guide is not intended to serve a

tourism promotion function. The Washington State Tourism Office plans to work jointly with representatives from the Oregon State Tourism Office to develop a tourism promotion brochure related to the Lewis and Clark Bicentennial as the commemoration draws nearer.

The graphic to the right illustrates the cover design of the guide. If you would like to obtain a copy of the guide, please contact the Washington State Heritage Resource Center at (360) 586-0219.



Example of map from guide



Project Description

The Lewis and Clark Trail Interpretive Waysides Project will be the first major statewide interpretive improvement project to commemorate the Lewis and Clark Bicentennial in Washington. Tribes and communities from the Pacific Northwest are being asked to get involved in the project to help shape the design and subject matter of the interpretive elements to be installed along the trail.

Approximately 68 interpretive panels will be installed on bases and kiosks at approximately 55 locations along the Lewis and Clark Trail in Washington, from the vicinity of Clarkston at the eastern edge of Washington, to Long Beach at the Pacific Coast. This includes two phases of work. A list of the proposed sites for interpretive panels and kiosks begins later in this section. Elements that are part of phase 2 are denoted with an asterisk.

Interpretation will focus on historic stories and themes related to the westward trek of the Corps of Discovery in Autumn of 1805, as it traveled down the Snake and Columbia rivers to reach its principal goal, the Pacific Ocean, as well as the eastbound return journey in the Spring of 1806. Interactions with the many Native American tribes encountered by members of the Expedition will be a principal element of the interpretation.

The project is being funded by a federal TEA 21 Enhancements grant, as well as state matching funds. Full funding for both phases of work has been obtained.

Staff from five state agencies and a team of consultants will work closely with tribes and community representatives on the project. The state agency team involved in the project

includes the Washington State Historical Society, Parks and Recreation Commission, Department of Transportation, Tourism Office, and Department of Fish and Wildlife.

The team of consultants completing the project includes historians, artists, landscape architects, architects, engineers, tribal liaison, and interpretive specialists.

Criteria for Selecting Locations for Kiosks and Panels

- The site/project was listed in the original draft of the statewide bicentennial interpretive and tourism plan or has since been added to the plan and ranked as either a high priority or secondary priority.
- An important story related to the Lewis and Clark Expedition can be meaningfully interpreted at the site.
- The site is located either within the right-of-way of a designated route in the Lewis and Clark Highway system or on publicly accessible property adjacent to the right-of-way or accessible from the right-of-way.



Columnar basalt style kiosk



Timber plank house style kiosk

- The property owner/manager is a supportive public entity and the location is open to the general public (e.g. state parks, safety rest areas, etc).
- The project can be implemented expeditiously at the selected location. No additional improvements are needed or if some improvements are needed, the site manager/owner is completing them.
- For kiosks: the location receives a relatively high visitation and/or is a place that travelers already tend to go for information.
- There is not a future project planned that would preclude the ability to locate a kiosk or panel at the site. Or, in some cases, panels are proposed that could later be incorporated into other future interpretive elements or structures planned for the site.

Anticipated Project Schedule

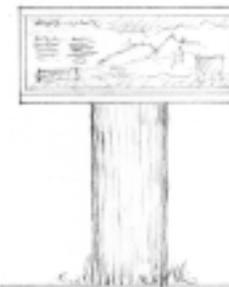
The project will be continuing through the design development process through late 2001 and then will move into the final design stage in early 2002. Fabrication and on-site construction will begin in the spring of 2002. It is anticipated that the first phase of interpretive panels and wayfinding kiosks will be installed prior to the summer travel season of 2002. Phase 2 elements will likely be installed later in 2002.

Maps Showing Locations of Existing and Proposed Interpretation Along the Trail

Maps showing the locations of existing and proposed interpretation along the trail in Washington are located at the end of this section. The proposed sites for interpretive wayside markers are denoted with symbols:  for panels and  for kiosks. Phase 2 items are denoted with an asterisk(*). Sites with existing Lewis and Clark interpretation are shown with the pointing figures symbol: .



Columnar basalt style panel and base



Timber plank house style panel and base

Proposed Sites for Interpretive Markers

Kiosks or Stands (Multiple Panels):	Locations/Site Managers:	Map Page:
Chief Timothy State Park	SR 12, 8 miles west of Clarkston, Asotin County; site managed by WSPRC	Map 1
Lyons Ferry State Park (*2nd Kiosk)	Via SR 261, on the Snake River, Whitman County; site managed by WSPRC	Map 2
Lewis and Clark Trail State Park	SR 12, Between Dayton and Waitsburg, Columbia County; site managed by WSPRC	Map 2
Sacajawea State Park	SR 12, near Pasco/Tri-Cities, Franklin County; site managed by WSPRC	Maps 2 & 3
Horsethief Lake State Park*	SR 14, just east of Dallesport, Columbia River Gorge, Klickitat County; site managed by WSPRC	Map 4
Columbia Gorge Interpretive Center in Stevenson	SR 14, in Stevenson, Columbia River Gorge, Skamania County; site managed by interpretive center foundation	Map 4
Steigerwald Lake Wildlife Refuge	SR 14, just east of Washougal, Gateway to Columbia River Gorge, Clark County; sites managed by USFWS/USFS and Port of Camas/Washougal	Map 5
Vancouver Waterfront - Ryan's Point Park	SR 14 / I-5, near Marine Park - exact location TBC, Clark County; site managed by either City of Vancouver or Clark-Vancouver Parks	Map 5
Skamokawa Vista Park	SR 4, in Skamokawa, Wahkiakum County; site managed by Port of Wahkiakum	Maps 6 & 7
Megler Rest Area (*2nd Kiosk)	SR 401, just east of Astoria Bridge, Pacific County; site managed by WSDOT	Map 7
Panels:		
Clarkston Greenbelt Trail (Confluence)	SR 12, at confluence / national recreational trail, Asotin County; site managed by USACE	Map 1
Snake River Drive, Clarkston to Wawawai, * 2 to 3 Locations at Landings	SR 193, at Nisqually John, Blyton, and/or Wawawai Landings, Whitman County; sites managed by USACE and Whitman County	Map 1
Alpowa Summit Rest Area	SR 12, east of Pomeroy, Garfield County; site managed by WSDOT/WSPRC	Map 1
Three Forks Indian Trail	SR 12, east of Pomeroy, Garfield County; site managed by WSDOT/WSPRC	Map 1
Pomeroy (Specific Location TBC)	SR 12, in Pomeroy - exact location TBC, Garfield County; potential site would be managed by City of Pomeroy or WSDOT/WSPRC	Map 1
Boyer Park/Marina	SR 194, near Almota, Whitman County; private management and some USACE areas	Map 1
Central Ferry State Park*	SR 127, near Little Goose Dam, Whitman County; site managed by WSPRC	Map 1
William T. Wooten Wildlife Area*	SR 12, near Pomeroy, access near Dayton, Garfield County; site managed by WSDFW	Map 1

Notes: TBC = To Be Confirmed; * = Phase 2 items; *2nd Kiosk = 1st Kiosk Phase 1 and 2nd Kiosk Phase 2; SR = State Route; WSPRC = Washington State Parks and Recreation Commission; USFWS = US Fish and Wildlife Service; USFS = US Forest Service; WSDOT = Washington State Department of Transportation; USACE = US Army Corps of Engineers; WSDFW = Washington State Department of Fish and Wildlife



Proposed Sites for Interpretive Markers (con't)

Panels (con't):

Texas Rapids Recreation Area	SR 261, on Snake River, near Little Goose Dam, Whitman County; site managed by USACE	Maps 1 & 2
Ship Rock at Monumental Dam	SR 263, on Snake River, Franklin County; site managed by USACE	Map 2
Dayton	SR 12, in Dayton, Columbia County; site would be managed by City of Dayton or WSDOT/WSPRC	Maps 1 & 2
SR 124 New Wayside Overlooking River	SR 124, just west of Prescott, Walla Walla County; site would be managed by WSDOT/WSPRC	Map 2
Wallula Site (Specific Location TBC)	SR 12, near Wallula vicinity - exact location TBC, Walla Walla County; site would be managed by WSDOT/WSPRC	Maps 2 & 3
SR 730 Sighting of the Conical Mountain	SR 730 (via SR 12), near state border, Walla Walla County; site would be managed by WSDOT/WSPRC	Maps 2 & 3
Fishhook Park	SR 124, east of Eureka, Walla Walla County; site managed by USACE	Map 2
Charbonneau Park	SR 124, near Ice Harbor Dam, Walla Walla County; site managed by USACE	Map 2
Hood Park*	SR 124, Walla Walla County, at confluence of Snake and Columbia rivers; site managed by USACE	Maps 2 & 3
Columbia Park	Via I-82, SR 240, in Kennewick, Benton County; specific site management to be confirmed	Maps 2 & 3
Plymouth Park*	SR 14, near junction with I-82, Benton County; site managed by USACE	Map 3
Crow Butte State Park	SR 14, Benton County; site managed by WSPRC	Map 3
Maryhill State Park	SR 14, near junction of SR 97, Klickitat County; site managed by WSPRC	Map 4
Celilo Falls Overlook Point	SR 14, near Wishram, Klickitat County; site managed by WSDOT/WSPRC and Klickitat County	Map 4
Avery Recreation Area	SR 14, near Wishram Heights, Klickitat County; site managed by USACE	Map 4
The Dalles Dam	SR 14, near Dallesport, Klickitat County, at Washington side visitor center; site managed by USACE	Map 4
Doug's Beach State Park	SR 14, near Lyle, Klickitat County; site managed by WSPRC	Map 4
Home Valley Park	SR 14, in Home Valley, Skamania County; site managed by Skamania County	Map 4
Beacon Rock State Park	SR 14, near N. Bonneville/Bonneville Dam, Skamania County; site managed by WSPRC	Maps 4 & 5
Cottonwood Beach Park*	SR 14, just east of Washougal, Clark County; sites managed by USFWS/USFS and Port of Camas/Washougal	Map 5

Notes: TBC = To Be Confirmed; * = Phase 2 items; **2nd Kiosk = 1st Kiosk Phase 1 and 2nd Kiosk Phase 2; SR = State Route; WSPRC = Washington State Parks and Recreation Commission; USFWS = US Fish and Wildlife Service; USFS = US Forest Service; WSDOT = Washington State Department of Transportation; USACE = US Army Corps of Engineers; WSDFW = Washington State Department of Fish and Wildlife



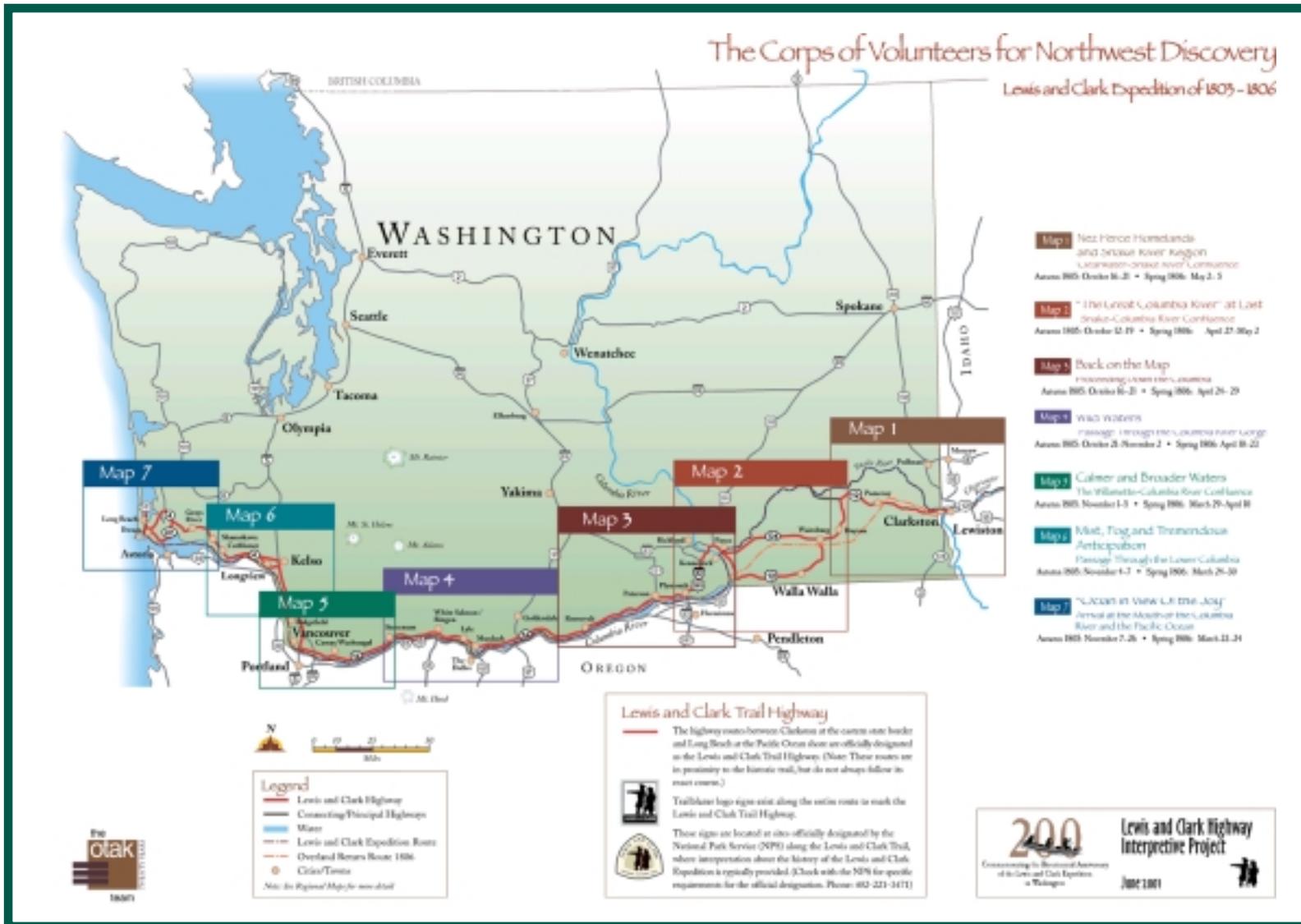
Proposed Sites for Interpretive Markers (con't)

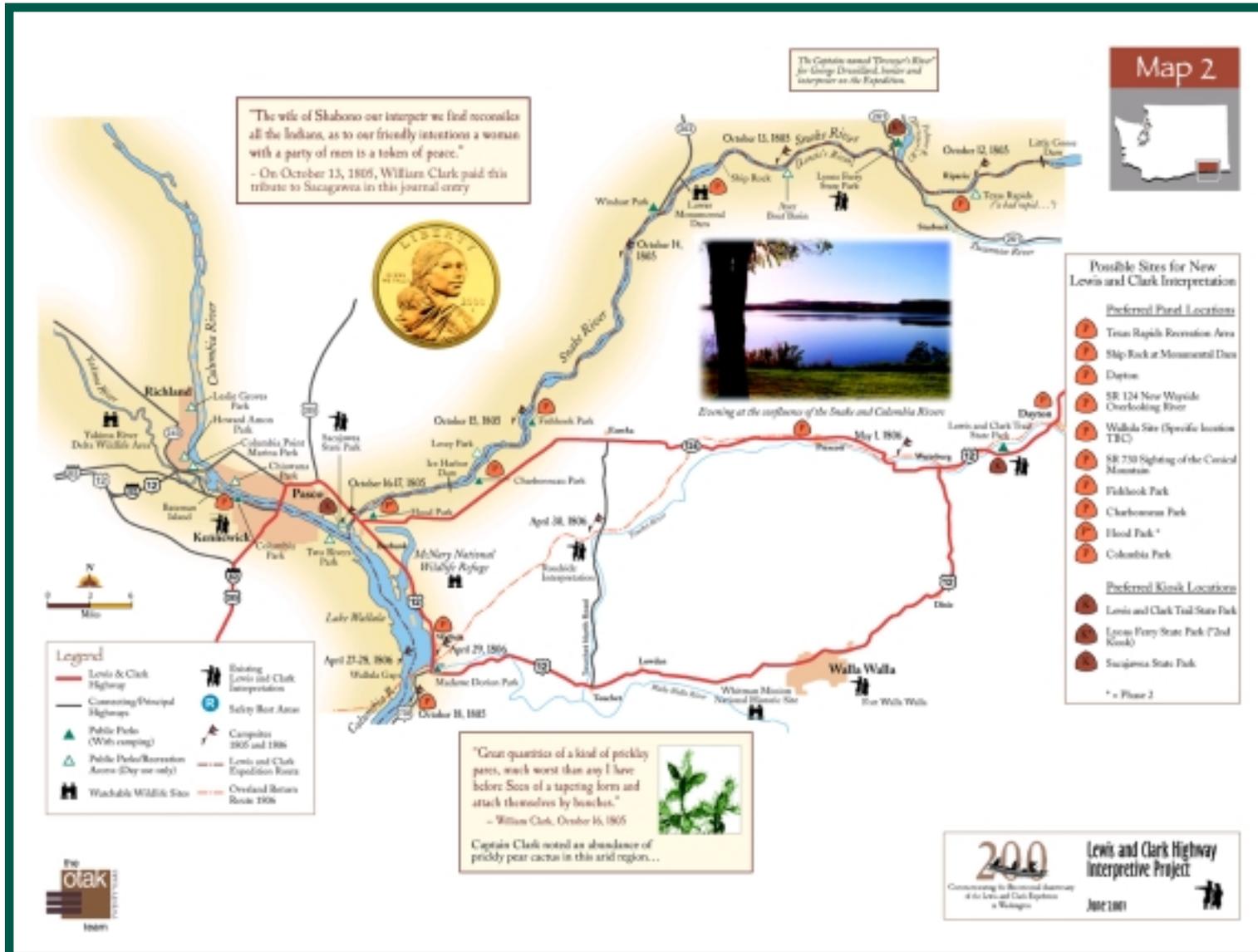
Panels (con't):

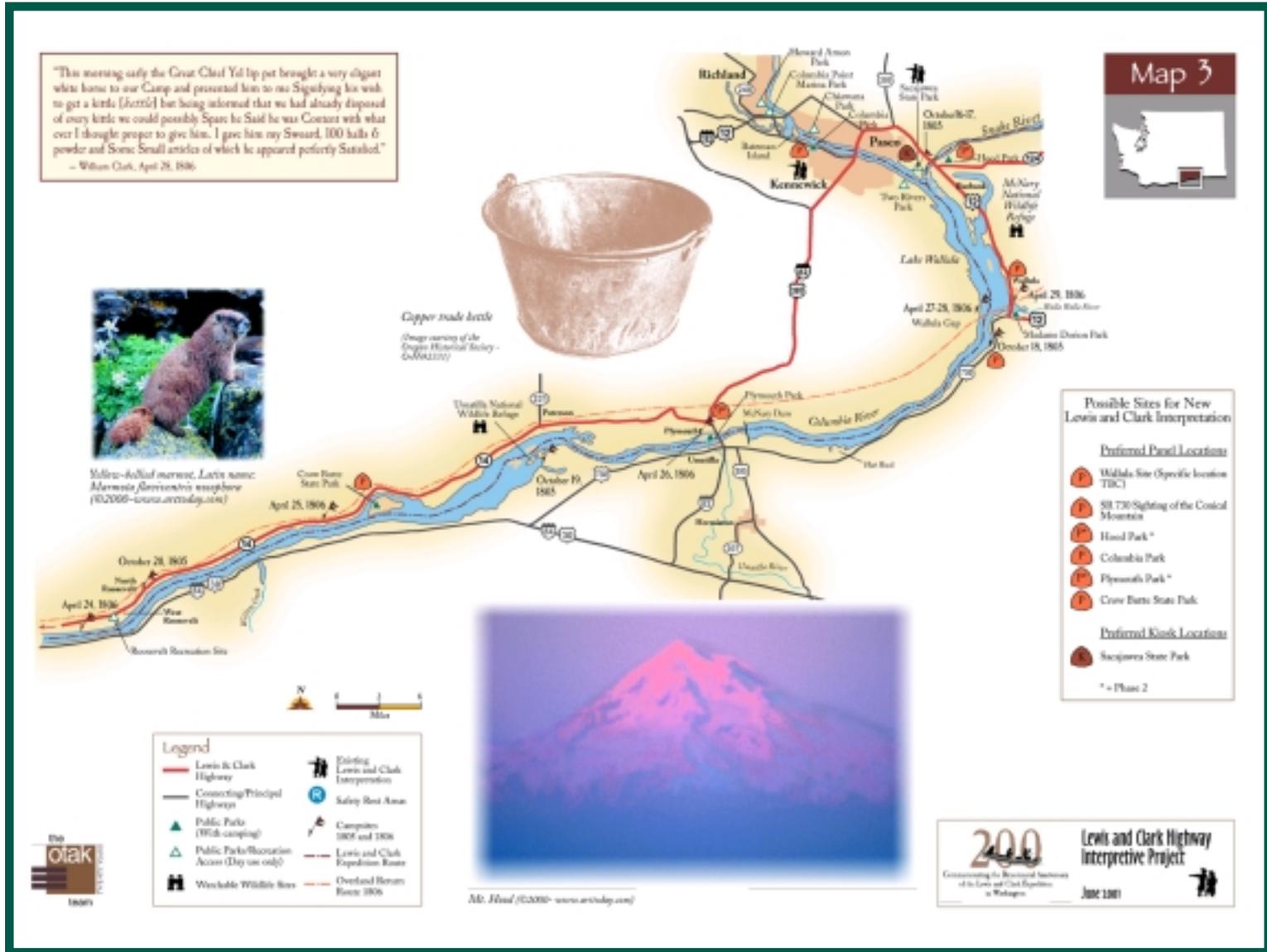
Vancouver Waterfront - 164th Turn Around	SR 14, via I-5; on Columbia River - exact location TBC, Clark County; site managed by City of Vancouver or Clark-Vancouver Parks	Map 5
Shillapoo/Post Office Lakes Wildlife Area	SR 501, via I-5, on Columbia River, Clark County; site managed by WSDFW	Map 5
Confluence of Willamette/Columbia on Vancouver Side (Near Frenchman's Bar)	Via I-5, SR 501, on Columbia River, site managed by Clark-Vancouver Parks and Recreation	Map 5
Gee Creek Rest Area	I-5, north of Vancouver, Clark County; site managed by WSDOT	Maps 5 & 6
Ridgefield National Wildlife Refuge	SR 501, via I-5, on Columbia River, Clark County; site managed by USFWS	Maps 5 & 6
Kalama Marina	I-5, near Kalama - on river side of freeway, Cowlitz County, site managed by Port of Kalama	Map 6
Lake Sacajawea in Longview*	SR 4 or 432, Via I-5, in Longview, Cowlitz County; site managed by City of Longview	Map 6
County Line Park or Roadside Pull-off on SR 4	SR 4, at Wahkiakum and Cowlitz County border; site managed by Wahkiakum County (TBC)	Map 6
Cathlamet Waterfront Overlook - Location TBC*	SR 4, in Cathlamet at new marina, Wahkiakum County; site managed by Port of Cathlamet (TBC)	Maps 6 & 7
Julia Butler Hansen NWR Wayside	SR 4, near Cathlamet, Wahkiakum County; site managed by USFWS	Maps 6 & 7
Steamboat Slough Road Between Skamokawa and Cathlamet*	SR 4, between Skamokawa and Cathlamet; site managed by USFWS	Maps 6 & 7
Knappton Heritage Museum*	SR 401, near Knappton Cove but at Heritage Museum site or existing wide pull-off area; Pacific County; site managed by WSDOT or private management of museum	Map 7
Chinook Park	SR 101, in Chinook, Pacific County; site managed by Pacific County	Map 7
Port of Ilwaco	SR 101, in Ilwaco, Pacific County; site managed by Port of Ilwaco	Map 7
Fort Canby State Park*	Loop 100, via SR 101, near Ilwaco, Pacific County; site managed by WSPRC	Map 7
Long Beach Peninsula - Location TBC	SR 103, in Long Beach, Pacific County; site managed by City of Long Beach	Map 7

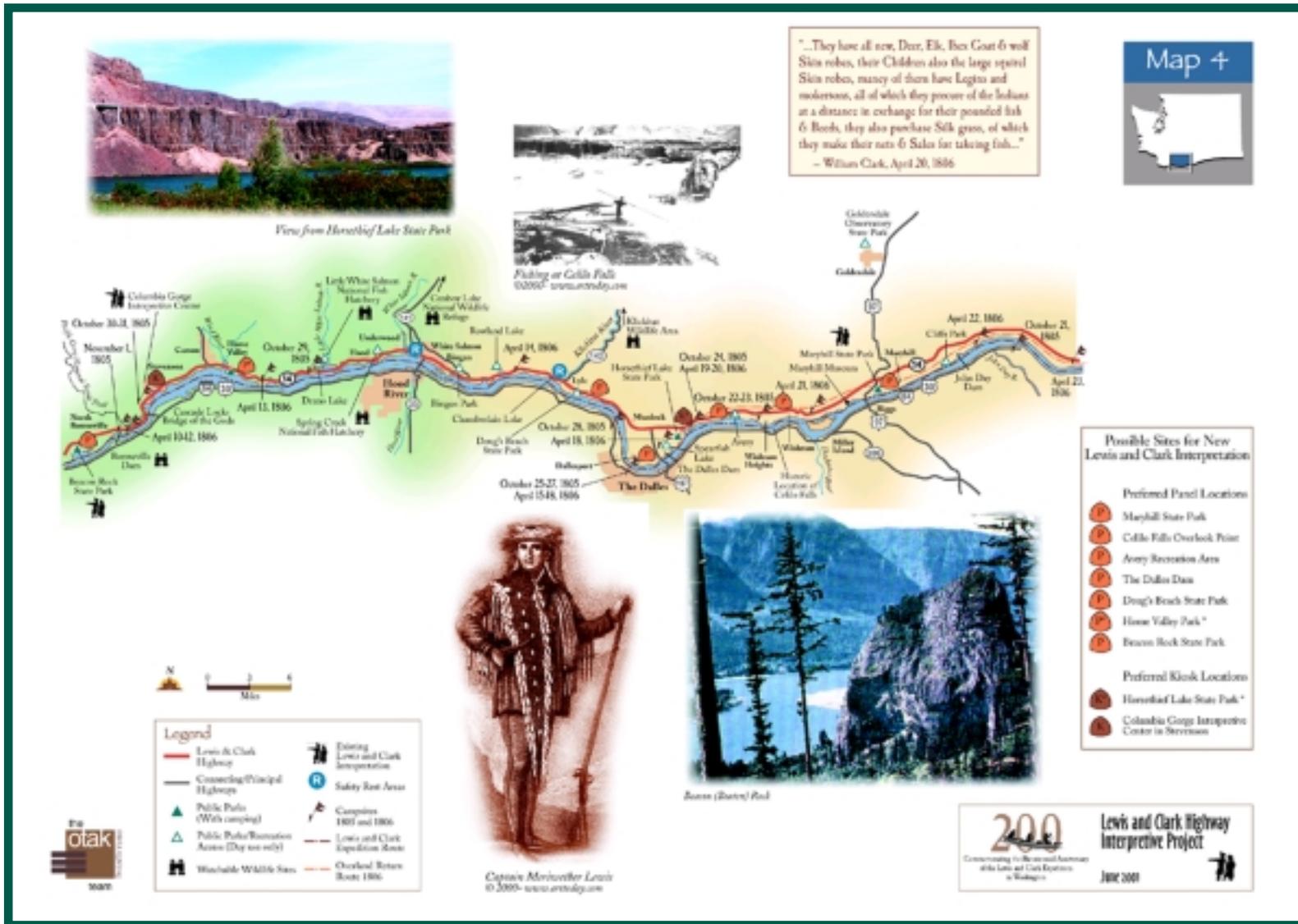
Notes: TBC = To Be Confirmed; * = Phase 2 items; *2nd Kiosk = 1st Kiosk Phase 1 and 2nd Kiosk Phase 2; SR = State Route; WSPRC = Washington State Parks and Recreation Commission; USFWS = US Fish and Wildlife Service; USFS = US Forest Service; WSDOT = Washington State Department of Transportation; USACE = US Army Corps of Engineers; WSDFW = Washington State Department of Fish and Wildlife











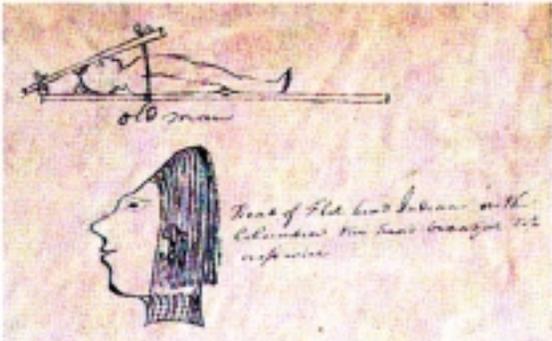
“...this valley would be copetent [unexplored] to the maintenance of 40 or 50 thousand souls if properly cultivated and is indeed the only desirable situation for a settlement which I have seen on the West side of the Rocky mountains.”
— Meriwether Lewis, March 28, 1806

“...we got all our baggage over the Portage of 940 yards, after which we got the 4 large Canoes over by Slipping them over the rocks on poles placed across from one rock to another, and at Some places along partial Streams of the river. In passing these canoes over the rocks &c. three of them recievd injuries which obliged us to delay to have them repaired.”
— William Clark, November 1, 1805





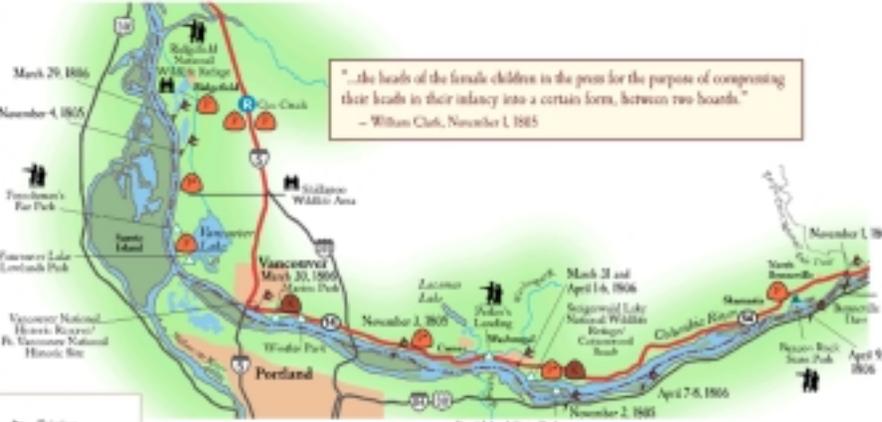
River scene at Steamboat Landing Park in Hockessin



Journal image courtesy of the American Philosophical Society

Possible Sites for New Lewis and Clark Interpretation

- Preferred Panel Locations
- 1. Beacon Rock State Park
- 2. Cottonwood Beach Park *
- 3. Vancouver Westfront - 164th Yards Avenue?
- 4. Confluence of Willamette/ Columbia on Vancouver Side (Near Freshman's Bar)
- 5. Millagee/Post Office Lake Wildlife Area * (Exact location TBC)
- 6. Goose Creek Rest Area
- 7. Ridgefield National Wildlife Refuge
- Preferred Kiosk Locations
- 8. Steigerwald Lake NWR
- 9. Vancouver Westfront - Ryan's Point Park *



“...the heads of the female children in the press for the purpose of compressing their heads in their infancy into a certain form, between two boards.”
— William Clark, November 1, 1805

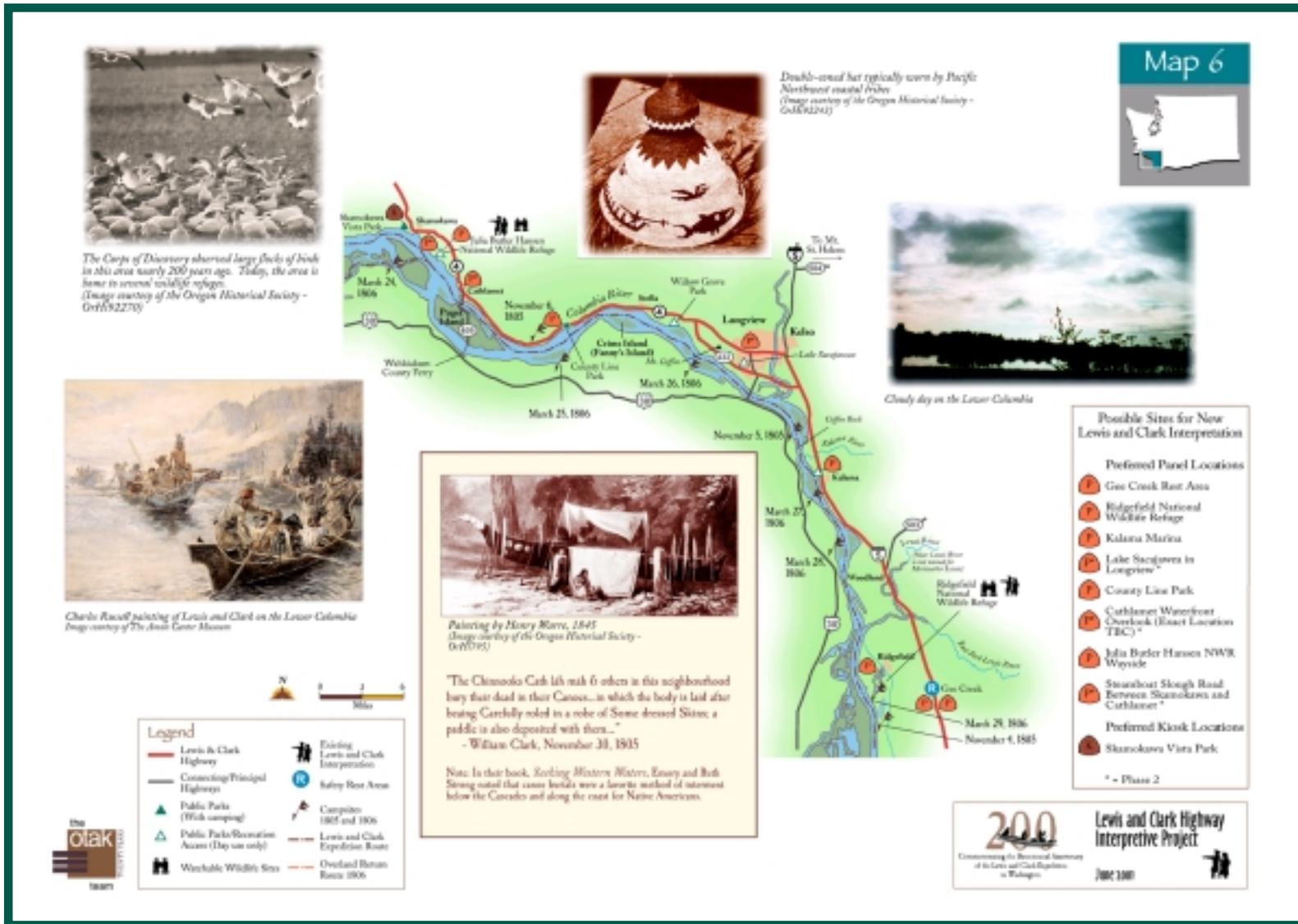
“...here we camped a little before sunset in a beautiful prairie above a large pond having traveled 23M. I took a walk of a few miles through the prairie and an open grove of oak timber...”
— Meriwether Lewis, March 20, 1806

Legend

- Lewis & Clark Highway
- Connecting/Principal Highways
- ▲ Public Parks (Utah camping)
- ▲ Public Parks/Recreation Areas (Day-use only)
- Wildlife Wildlife Sites
- Existing Lewis and Clark Interpretation
- Safety Rest Areas
- Campsites 1805 and 1806
- Lewis and Clark Expedition Route
- Cleveland Roman Route 1806



200 Lewis and Clark Highway Interpretive Project
June 2011



"Ocean in View! O! the Joy!"



View of North Head Lighthouse at Cape Disappointment

U.S.
CAPT. M. LEWIS

Image of Meriwether Lewis's branding iron (Image courtesy of the Oregon Historical Society - OHS#1593)

Journal Excerpts from Station Camp:

"I landed and formed a camp on the highest Spot I could find between the light of the tides, and the Slashes is a Small bottom this I could plainly See would be the extent of our journey by water..."
— William Clark, November 15, 1805

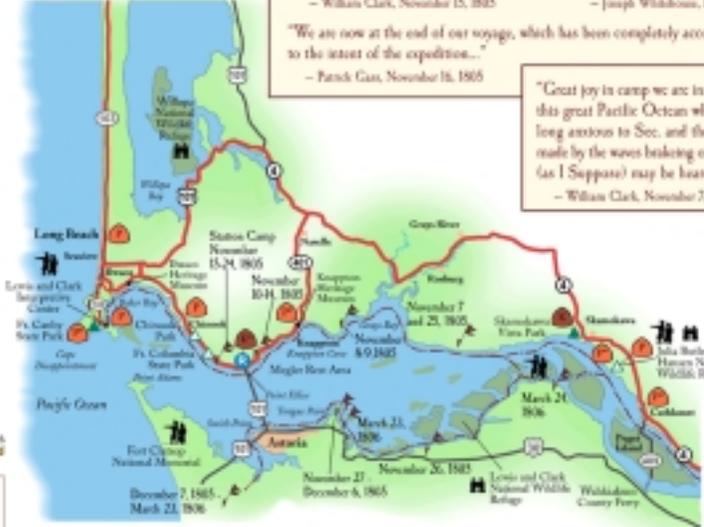
"We are now in plain view of the Pacific Ocean.. We are now of the opinion that we cannot go further with our Canoes, & think that we are at an end of our Voyage to the Pacific Ocean..."
— Joseph Whitehouse, November 16, 1805

"We are now at the end of our sojourn, which has been completely accomplished according to the intent of the expedition..."
— Patrick Gass, November 16, 1805

"Great joy in camp we are in View of the Ocean, this great Pacific Ocean which we been So long anxious to See, and the roaring or noise made by the waves breaking on the rocky Shores (as I suppose) may be heard distinctly"
— William Clark, November 7, 1805



Map 7



Legend

- Lewis & Clark Highway
- Connecting/Principal Highways
- ▲ Public Parks (With camping)
- ▲ Public Parks/Recreation Areas (Day use only)
- Washable Wildlife Sites
- ⚓ Fading Lewis and Clark Interpretation
- R Safety Rest Area
- ⛺ Campsites 1805 and 2006
- Lewis and Clark Expedition Route
- Overland Return Route 1806

Possible Sites for New Lewis and Clark Interpretation

Preferred Panel Locations

- Cathlamet Waterfront Overlook (Exact Location TBC)*
- Julia Butler Hansen NWR Wayside
- Stevedore Slough Road Between Skamokawa and Cathlamet*
- Knappaone Heritage Museum*
- Chiswick Park
- Port of Boreas
- Fort Cady State Park*
- Long Beach Peninsula (Exact Location TBC)

Preferred Kiosk Locations

- Skamokawa Vista Park
- Maglar Boat Area (2nd Kiosk)

* = Phase 2



Clark's survey of Station Camp (These images courtesy of The American Philosophical Society)



Capt. of Discovery compass



200 Lewis and Clark Highway Interpretive Project

Commemorating the Bicentennial Anniversary of the Lewis and Clark Expedition in Washington

June 2005

