

Appendix A.7 *Signing Scenic Byways on the Interstate*

Currently, only one scenic byway in Washington is an Interstate — Mountains to Sound Greenway on I-90. Supplemental guide signing alternatives on this Interstate highway were specifically developed in cooperation with Mountains to Sound Greenway. The objective of these signing alternatives is to guide unfamiliar motorists to tourist and recreational activities along the Greenway. In the future, when additional scenic byways are proposed for the Interstate System, these signing alternatives may be re-evaluated and adjusted to accommodate these new scenic byways. Any changes will continue to be consistent with current signing regulations, policies, and practices.

These alternatives also apply to other limited access highways. Follow through signing shall be in place prior to any signing being installed on the highway. These alternatives have all been developed to be compliant with current regulations, policies and practices involving signing standards on the highway system. The MUTCD and WSDOT *Traffic Manual* allow only one supplemental guide sign for each interchange approach.

Of all the destinations available at any interchange, the most important destinations must be selected for the supplemental guide sign. This should be done by first documenting existing primary and supplemental guide signing on a corridor. Then, the various traffic generators should be evaluated on an interchange by interchange basis to ensure the selection of the destinations for supplemental guide signing that provide the greatest benefit to motorists.

Alternative 1

This alternative is for those interchanges where many activities will be accessed. A supplemental guide sign, white on brown, will be placed each direction on the highway. It will include the Greenway logo, as well as verbiage such as “Recreation Sites Next Right.” The exact wording is open for discussion. The intention is for a motorist to relate the activity message with the Greenway logo. Knowing activities are in the vicinity of this exit, a motorist would exit. On the ramp, another sign would be posted with the Greenway logo and a plaque reading “Info” on top of a directional arrow. This sign would point the motorist to a central information site where Greenway activities could be described in more detail. This site could be a local visitor center or a roadside kiosk with Greenway information, as well as other information about the surrounding area. Each interchange will require a plan that coordinates the sign on the Interstate highway with the follow through signing and the final destination.

Alternative 2

This alternative is for those interchanges where only a few Greenway sites are located. In this case, it may not be appropriate to have a central off-highway information site, so there is a need to put more specific information on the highway supplemental guide signing. This can be done by installing the main supplemental guide sign, white on brown, including the Greenway logo on the highway and then adding international symbol plaques for the different activities in the vicinity of the interchange. The verbiage “Next Right” would be added at the bottom of the sign. As the motorist exits the highway, signing with each international symbol and a directional arrow can be placed at the ramp terminal point. Follow-through signing will be in place prior to installing the signs on the Interstate highway.

Alternative 3

This alternative applies to those interchanges where an existing supplemental guide sign is already in place. An example is the exit from I-90 to “Lake Sammamish State Park,” in the Issaquah area of the Northwest Region. The thought here is not to remove and replace this sign, but rather incorporate the Greenway needs into the existing sign. Careful consideration needs to be made here to ensure the sign is not overloading the motorist with too much information. If the addition of a Greenway logo, as well as the verbiage “Recreation Sites,” is determined to be feasible, a motorist will be guided off the highway to the main destination (in this example, the state park) where further information about other area Greenway activities can be found. The layout and verbiage of the main sign will be critical. The point is to inform the motorist of the one main traffic generator (in this case, the state park) but also other areas of interest that are not part of the state park that can be accessed from this interchange.