

Mason County Regional Trails Plan

For the Development of Countywide Trails,
Bikeways and Water Trails

Adopted March 18, 2008
Mason County Board of Commissioners



Prepared by
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Mason County Regional Trails Committee

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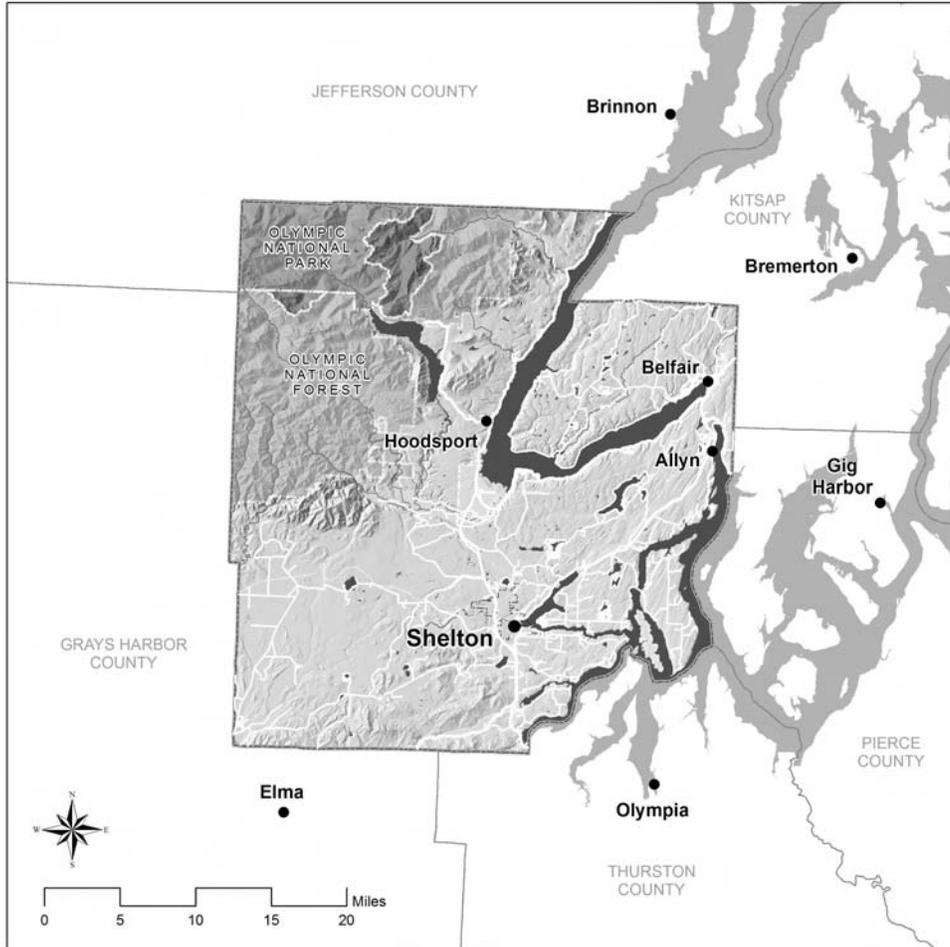


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VISION STATEMENT

The vision for the Mason County Regional Trails Plan is to cultivate a public and systematic approach to developing trails and bikeway systems in Mason County that include on- and off-street facilities linking communities, neighborhoods, parks, points of interest, schools and other public facilities throughout Mason County, while also providing links to regional trail systems.

Goals:

- To promote a regional sense of community and improved quality of life for county residents.
- To boost economic benefits to local communities through increased property values and new opportunities for recreation and tourism.
- To provide more opportunities for recreational activities that promote health and wellness.
- To provide safe and environmentally friendly non-motorized transportation alternatives, including both on-street bicycle and pedestrian facilities and off-street trail systems that serve the needs for walking, hiking, horseback riding, cycling, mountain biking and related activities.
- To support motorized trail opportunities throughout the county.
- To support water-trail activities (canoeing and kayaking) along Mason County's extensive marine shore.
- To provide connections to the unique history, heritage, and natural beauty of Mason County.
- To provide for public involvement and agency coordination in the development and maintenance of the Mason County trails system.

1. INTRODUCTION

1.1. A Regional Trails Plan for Mason County

This Regional Trails Plan provides the parameters and guidelines for establishing local and regional trail systems within Mason County by defining local values, needs, expectations, and opportunities. It provides a common vision for the community, and a framework for the actions of individuals, businesses, and institutions, including Mason County. Specific action items are identified which must be implemented in order to achieve the vision of regional systems of trails and bikeways. At the same time, a degree of flexibility should be maintained in order to accommodate changing circumstances and new opportunities that might arise.

Through this planning process, the issues confronting the development of trails have been transformed into a mission and a set of goals that reflect the desires of the community and provide the impetus for action. The plan represents a consistent and justifiable continuum of ideas, beliefs, and values that define the mission and vision of the trails system. It is the blueprint for decision-making that addresses both long term and short term needs. It is by nature interactive, involving internal and external stakeholders, including those responsible for implementation.

This Regional Trails Plan also provides the basis for comprehensive and well thought out trail design and development which will provide for outdoor recreation, improve non-motorized transportation opportunities, enhance motorized recreation (through further planning and feasibility efforts), protect environmental quality, preserve and enhance visual quality and character, and help generate potential economic benefits to communities.

The plan identifies major trail systems that currently exist within Olympic National Forest and Olympic National Park (107.5 miles), and motorized (ORV) trails that are currently maintained by the Washington Department of Natural Resources at Tahuya State Forest (208 miles). These totals, however, can be misleading. There are only about five miles of trails in the City of Shelton, 2.7 miles of trails on quasi-public lands such as Theler Wetlands at Belfair, and only 1.2 miles of trails on Mason County properties. With most existing trails highly concentrated in just a few areas, trails are substantially lacking across much of the county. Designated bikeways in Mason County are also lacking.

To address these deficits, this plan identifies more than forty miles of short-term-priority trails and more than a hundred miles of mid-term priority trails that could potentially be developed for non-motorized users over the next five to ten years. While these are ambitious targets, they include several regional corridors, some of which follow rail and power transmission lines. The trail systems envisioned can help connect communities (Shelton to Belfair, for example), while also linking parks and recreation lands with affordable and enjoyable facilities for hikers, equestrians and cyclists. Recommendations for these and other facilities, including motorized and water trails, are provided in Section 8.

1.2. General Policy Statements

The following policy statements provide generalized answers to the why's and how's of trail planning in Mason County. These policies represent the context for an overall trail plan that serves the needs and interests of both urban and rural communities, including residents and visitors alike.

- 1.2.1. Mason County should consider trails and bikeway systems as essential elements for quality of life.
- 1.2.2. Mason County should promote environmental protection and education in the design and development of both on- and off-street facilities.
- 1.2.3. Mason County shall consider public safety in the design and development of facilities.
- 1.2.4. Trails and bikeways should be used as a means of promoting tourism and economic development.
- 1.2.5. Trails should be designated and constructed as multipurpose when and where appropriate.
- 1.2.6. Trails should be integrated with the county transportation system to provide or facilitate alternative modes of non-motorized transportation to further enhance multi-modal transportation opportunities in Mason County.
- 1.2.7. Trails should be integrated with the designation of open space corridors and should be identified in the Comprehensive Plan and future updates.
- 1.2.8. Mason County should consider any potential impacts on adjacent properties when determining trail location and use.
- 1.2.9. Mason County should consider and develop long range trail planning with a view to 2055.
- 1.2.10. Mason County should consider the need for emergency services, including law enforcement, when planning and developing new trails.

1.3. Related Planning Efforts

This plan complements other plans in the region that have either been adopted or are currently in development and which may have potential value in implementing or promoting the goals and objectives of this plan. These plans include:

- Mason County Comprehensive Plan
- Mason County Parks and Recreation Plan
- Shelton Comprehensive Plan
- Allyn UGA Subarea Plan
- Belfair UGA Plan
- Washington State Trails Plan
- Olympic Discovery Trail Plan
- The Washington Coastal Corridor–U.S. 101 Corridor Master Plan

2. PLAN DEVELOPMENT PROCESS

2.1. A Framework for Countywide Trail Development

In September of 2004, the Mason County Board of Commissioners signed a Resolution that would establish the Mason County Trails Committee. The Committee was charged with creating a draft Master Trails Plan for a countywide trail system that would connect communities, parks, and public facilities throughout Mason County and provide links with other regional trail systems. The Board of Commissioners appointed a committee representing a cross-section of citizen affiliations including:

Mason Transit	Washington Trails Association
Hoodspout Community Events Association	Port of Hoodspout
Peninsula Regional Transp. Planning Org.	Mason Matters Youth Committee
4-H	Washington State University
Port of Shelton	Black Hills Audubon Society
Future Generations Hospital Guild	Washington State Parks
Backcountry Horsemen of Washington	Mason County Rodeo
Washington Department of Transportation	Allyn Community Association
City of Shelton Planning Advisory Committee	Goldsborough Creek Runs
Mason Co. Planning Advisory Commission	Port of Tahuya Advisory Board
Residents for the Preservation of the	Shelton Schools
the Quality of Life on the Hood Canal	Grapeview Community Group

The Board of Commissioners selected the Committee members in October of 2004 to serve for a term that concluded on March 31, 2005. The first meeting of the Trails Committee was held on November 22, 2004, allowing approximately four months to complete the Trails Plan. Taking into consideration the Committee's time constraints for developing a plan, a "Framework for Countywide Trail Development" was developed as a foundation document to be incorporated into future Mason County planning efforts.

During the early stages of the planning process the Committee was asked to participate in several exercises to help understand each member's interests in trail types, trail designs, trail amenities, and trail locations. Each member completed an Interest Survey and results were distributed to the Committee as a whole to bring out interest commonalities. The Committee also identified potential trail user groups not represented during the planning process. In addition, the Committee was asked to participate in a visioning exercise that prompted them to envision a trail system twenty years into Mason County's future. Broken into groups, the Committee illustrated their vision for trails on large county maps and more themes and commonalities were discovered. The Committee developed a framework of policies and action items to be incorporated into future plans and plan updates. The policies found in Chapter 3 of this Plan largely reflect the work of the 2005 Trails Committee.

The Trail Committee recommended the following steps be taken in order to complete the trail planning process:

- Develop and/or identify specific trail projects.
- Provide for a system of prioritizing and ranking of projects
- Develop a financial strategy for plan implementation and incorporate into the annual Capital Improvements Program process and annual operation and maintenance budgets.
- Incorporate the plan into the updated Comprehensive Plan and updated parks plan.
- Provide for periodic reviews and updates of the plan and its implementation progress.

This plan is consistent with the 2005 committee's recommendations.

2.2. The Mason County Regional Trails Plan

To complete the work begun in 2005, the county obtained a planning grant and received an award of planning assistance from the National Park Service Rivers and Trails Program in the fall of 2006. A consultant was hired in early 2007 and a new Mason County Regional Trails Committee was formally appointed by the Board of Commissioners in January 2007. An initial meeting was held in Shelton on February 9, 2007. Subsequent meetings were held each month at various locations around the county, including Allyn, Union and Belfair.

The 2007 Regional Trails Committee reviewed the Framework for Countywide Trail Development developed in 2005 and, with assistance from staff, recommended minor changes to the Vision Statement and some of the policies. The Committee explored and discussed all elements of the plan, including trail types, design alternatives, existing and potential trails, access issues, the needs of various trail user groups, action items, and funding sources. A revised trails survey was reviewed and put forward to gather additional information from the public concerning the types and locations desired for new trails in the county. The Committee dedicated considerable time to identifying trail system priorities throughout the county and developed a list of "dream trails" that would provide the most benefit to users. Many of those trails are identified as priority projects in this plan.

The Regional Trails Committee also met to explore specific needs and opportunities of the various user groups; to consider the kinds of information that should be provided for new trails recommended in the plan; to discuss criteria that could help determine priorities; and to discuss ways to encourage public participation in developing and implementing the plan. Once a preliminary draft was completed, public meetings were held in Shelton, Belfair and Hoodspout where county staff, consultants, and the National Park Service representative attended to present the information, answer questions, and invite citizens to share ideas or concerns. The plan was further revised and forwarded to the Mason County Planning Advisory Commission for review in early November 2007.

2.3. Plan Adoption and Future Updates

Once adopted, this plan should be incorporated into other related plans by reference. As the Mason County Comprehensive Plan and the Mason County Parks and Recreation Comprehensive Plan are updated, reference should be made to this Regional Trails Plan to ensure consistency and to allow better coordination of policies and projects as the various recommendations and action items in this plan are implemented.

Specific priority projects identified in this plan should be integrated into the county's six-year Capital Facilities Plan and budget, including approximate time frames and funding sources required for implementation. High-priority non-motorized transportation projects should be identified in the six-year Transportation Improvement Program.

The Mason County Regional Trails Plan should be updated at regular intervals of approximately five years (or six years maximum to maintain eligibility for several important grant programs administered by the Washington Recreation and Conservation Funding Board).



The "salmon trail" at Kennedy Creek is not only an enjoyable stroll, but also an outstanding educational facility for local schools.

3. DEVELOPMENT POLICIES FOR TRAILS & BIKEWAYS

The following policies are intended to help guide future development of trails and bikeways in Mason County. Policies address a variety of concerns, including preferred destinations, population center linkages and mobility, local circulation, and trail system opportunities generally, as well as off-road vehicle trails, and water trails for paddlers.

3.1. Destinations – *Trails should lead to or between communities, parks, schools, libraries, community centers, and other specific points of interest or attractions.*

Policy Statement: *Mason County shall encourage the development and maintenance of trails that provide access to and between urban communities, including a variety of public sites and facilities; historic, natural, recreational, cultural, and tourist-oriented points of interest and attractions; and other local and regional trail systems.*

Destinations for trail systems include:

- a) Historic sites, such as unique buildings, bridges or other structures; sites of significant events in history; and historical logging roads and railroads.
- b) Natural areas, such as unique ecosystems (from lowlands to highlands-saltwater to mountains); parks and protected areas; Green Mountain State Forest; birding trails linked with Thurston and Grays Harbor Counties; the Theler Wetlands Center and future Pacific Northwest Salmon Center at Belfair; interpretive trails on Goldsborough and Kennedy Creeks; and the 4H Camp at Panhandle Lake, among others.
- c) Parks and other recreational sites and facilities, including federal, state, county, and city parks and other public lands; ballfields; links to Jefferson, Kitsap, Grays Harbor, Thurston and Pierce County trails; potential “around the Sound” and “around the Olympic Peninsula” bikeways; and waterfront access areas.
- d) Tourism sites and attractions, such as tourist services and amenities; sites of interest; destination trails; and bike touring routes.
- e) Other public facilities, such as schools, libraries, and community centers.
- f) Cultural sites, such as Pioneer Cemetery; Skokomish Tribal Center; Squaxin Island Tribal Center and Visitors Museum; and unique cultural or archaeological sites where public access is appropriate.

3.2. Population Center Linkages and Mobility – *Trails should provide access and mobility to, from, and between population centers.*

Policy Statement: *Mason County will strive to establish non-motorized trail linkages between population centers, to popular destinations within and outside the county, and to regional bikeways and trail systems.*

Examples of population center linkages include: urban areas of North Mason to Shelton; Shelton to Olympia; a Kamilche connection; a Tahuya/Dewatto connection; links between Union, Alderbrook, Belfair, Tahuya, Allyn, and Bremerton; Hoodspport to Lake Cushman; and links to other nearby communities in adjacent counties.

3.3. Local Circulation – *Trails and bikeways should facilitate non-motorized transportation within urban areas and Rural Activity Centers (e.g. Hoodspport).*

Policy Statement: *Mason County will work to provide alternative routes of circulation for bicycles and pedestrians within local communities, including trails that allow non-motorized access to various urban destinations (e.g. schools, ball fields, downtown areas, and commercial and residential districts); circulation within the local area; and access and integration with public transportation systems.*

- a) Mobility is served by establishing safe, convenient connections, such as multi-use trails from Hoodspport to Foothills Park, from SR 300 in Belfair to Sandhill Park, or from downtown Shelton to the Mason County Recreation Area, as just three of many examples.
- b) Access is served by a “backbone” system with spurs and offshoots that provide connections within and between communities, local neighborhoods and commercial centers.
- c) The Safe Routes to Schools program can enhance bicycle and pedestrian access for kids as well as the general public. Access to parks and public ballfields, school district athletic facilities, and similar sites could be enhanced, such as in North Mason with school connections to Sandhill Park, Hoodspport to Foothills Park, and in the Shelton area with connections to the Mason County Recreation Area.

3.4. Trail System Opportunities – *Trails should be designed or located to serve a diversity of users and to take advantage of existing and future opportunities.*

Policy Statement: *Mason County will strive to implement potential and existing opportunities for trail system development consistent with the goals and policies of this plan. The County recognizes many potential and existing corridors as potential trail locations, including public lands and public rights-of-way; railroad and utility corridors; private forest lands where such use is allowed by the landowner; and in open space areas within commercial and residential development projects where trail improvements are provided or may be required through the development approval process. The county will seek to form partnerships that foster trail development and expansion.*

Opportunities for trail creation include:

- a) Existing and abandoned rights of way, such as railroad corridors, or in some instances, active railroads where train speeds and frequencies are relatively low.
- b) Public roads and road shoulders, such as the U.S. 101 corridor connecting to Jefferson and Thurston Counties, the Cloquallum Road leading to Grays Harbor County, SR 106 from U.S. 101 to Belfair, and many other county roads and state

- highways within Mason county where conditions exist or could be improved to accommodate non-motorized use.
- c) Logging roads, particularly those that have been or are expected to be decommissioned.
 - d) Utility corridors, such as the Tacoma Power and Bonneville Power Administration transmission line corridors.
 - e) Existing and planned parks, ecological reserves (e.g. Theler Wetlands), and open space areas.
 - f) Other public lands and facilities.
 - g) Private lands, where public access is made available, or where new commercial and residential development result in dedicated rights-of-way for trails.
 - h) Existing or planned trailheads or other trail-related facilities consistent with subarea plan policies.
 - i) Trail-related partnerships with other public or private entities, such as cities, counties, state and federal agencies, businesses, institutions, schools, land trusts, interested landowners, user groups, and civic and volunteer organizations.
 - j) Intergovernmental agreements, such as a greenways program with the City of Shelton, or various planning efforts within urban and rural communities that incorporate trails and bikeways as part of GMA compliance.
 - k) Regional trail projects, multi-county bike routes, and regional trail programs, such as user guides and the development and implementation of state trails and bicycling plans.
 - l) Development of missing links necessary to connect existing trails and to help expand the overall system.

3.5. Off-Road Vehicle (ORV) Trails – *Certain trails should be specifically designed to accommodate ORVs as an acceptable use, including dedicated or shared-use trails that lead to regional parks or other sites that allow ORV use.*

Policy Statement: *Mason County shall evaluate the need for the development and maintenance of specific trails for use by ORVs.*

- a) A feasibility study of ORV opportunities, perhaps building on the results of a similar 2007 study in Jefferson County, should be considered by the county.
- b) While this plan is primarily focused on addressing the needs of non-motorized users, the importance of ORV trails in Mason County should be acknowledged and addressed through a more focused planning effort that could potentially begin with the feasibility study noted above.

3.6. Water Trails – *Trails that utilize, promote, and provide access to and within Mason County's many lakes, rivers, and extensive marine waters should be encouraged and expanded.*

Policy Statement: *Mason County shall consider marine and fresh water resources as vital recreational opportunities and should utilize and promote access and sustainable use of these resources in its system of trails. Access to lakes, rivers, and marine shorelines, including day and overnight parking areas, hand-carried boat launching sites and facilities, restrooms, camping and picnicking areas, and other related fresh and saltwater activities should be encouraged. In recognition of the importance of protecting public health, when establishing water and shoreline trails near shellfish resources Mason County shall ensure adequate restroom/sanitary facilities are provided and maintained.*

- a) Examples of water resource recreational activities include:
 - Canoeing and kayaking
 - Scenic enjoyment
 - Birding and wildlife observation
 - Shellfish harvesting
 - Fishing
 - Educational/interpretive opportunities
 - Water trails for kayaking and canoeing
 - Natural shoreline and beach walks
 - Boating and boat launching
 - Swimming, wading, and diving
- b) Day and overnight parking facilities should be provided at appropriate locations and intervals to help accommodate safe and efficient access to shorelines.
- c) The development of new or upgraded water-trail launch sites and campsites should be consistent with the goals and policies of the region's Cascadia Marine Trail, a designated National Recreation Trail.
- d) Where practical, launch sites and pull-outs should include shared facilities that also serve other forms of shoreline access, such as parking, picnic areas, interpretive facilities, restrooms, and trails.

4. TRAILS AND BIKEWAYS IN MASON COUNTY

4.1 Trails (Off-Street Facilities)

General Observations

Most publicly maintained trails in Mason County are found on federal lands and within a few Washington state parks. Extensive trail systems can be found in Olympic National Park, Olympic National Forest, and associated wilderness areas. Together these areas account for more than 85 percent of all maintained non-motorized trails in the county. Most state parks have one or two short paths, typically a nature loop in forest or a minor trail to a beach or viewpoint. Some of the more enjoyable paths on state park lands include nature trails at Twanoh and Harstine Island State Parks.



Nature trail at Potlatch State Park.

Very few trails are found on other public lands, including those of Mason County and the City of Shelton. Short nature trails are available at the county's Truman Glick Park and a path surrounds ballfields at Sandhill Park. In the City of Shelton, the Huff and Puff Trail, at just under two miles in length, is perhaps the most developed trail on public lands near a population center. Also in Shelton, several short paths exist in city parks, while on the north end, a cluster of paved paths along busy streets help provide safe routes to schools.

The most developed non-motorized trail system in the county, excluding federal lands, is an attractive network at Theler Wetlands, a quasi-public reserve near Belfair. Here, an exceptional system of trails and boardwalk meanders through forest and wetlands along the Union River estuary at the head of Hood Canal. Elsewhere, short "salmon trails" have been developed (on private land with public access) along the lower reaches of Goldsborough and Kennedy Creeks in the southeastern part of the county.

For purposes of this plan, all maintained trails on public and quasi-public lands (areas regularly accessible to the public) were inventoried. In total, approximately 123.6 miles of non-motorized trails were identified, including 107.5 miles on federal lands; 7.0 miles on state lands (excluding Tahuya State Forest, discussed below); 5.2 miles within the City of Shelton; 1.2 miles on lands managed by Mason County; and 2.7 miles on quasi-public lands. Existing trails are summarized in Table 4-1 and Figures 4-1 a through d.

The only designated motorized trails in Mason County are at the Tahuya State Forest where the Washington Department of Natural Resources (DNR) manages approximately 208 miles of trails for off-road vehicle recreation (including road sections integral to the trail system). A loop trail of 13 miles is open to four-wheel drive. Much of the balance is

either ATV (“quad”) trails or narrower single-track trails for motorcycles. Many quad and single-track trails are utilized by a few equestrians and mountain bikers on weekdays when ORV activity is diminished, although non-motorized use is relatively light overall.

In terms of use, all non-motorized trails are open to walking or hiking and several routes on federal lands offer opportunities for multi-day backpacking trips. Horseback riding is allowed on most trails on federal lands but is not generally accommodated on other public or quasi-public trails. However, equestrians often ride on private forest lands, including Green Diamond properties, and on other state and federal lands where they may utilize logging roads, old grades, and informal trails not officially recognized by the land manager. Mountain biking occurs in similar areas, however most maintained trails on federal lands, including national park and wilderness areas, are not open to bicycles. Trails accessible to each of these user groups are discussed later in this section.

**Table 4–1
Existing Trails in Mason County**

Land Manager	Miles	Stock	Bicycles
<i>Federal Lands</i>			
Olympic National Park (NPS)	44.2	8.5 ¹	0.0
Olympic National Forest (USFS)	63.3	31.5	32.1
Total	107.5	40.0	32.1
<i>State Lands</i>			
Washington State Parks	6.6	0.0	0.0
Washington DNR Non-motorized ²	0.1	0.0	0.0
Washington Department of Fish and Wildlife	0.3	0.0	0.0
Total	7.0	0.0	0.0
<i>Other Lands</i>			
Mason County Parks	1.2	0.0	0.4
City of Shelton	5.2	0.0	2.7
Quasi-Public ³	2.7	0.0	0.0
Total	9.1	0.0	3.1
Total Non-motorized	123.6	40.0	35.2
Washington DNR Motorized (ORV)	208.0	0.0	0.0

¹ Only the North Fork Skokomish Trail is maintained for stock. Another 18 miles are open to stock but not recommended due to poor trail conditions or difficult terrain.

² Many trails at Tahuya State Forest are open to non-motorized use but are not included in the totals since the vast majority of use is by ORVs.

³ Where public access to maintained trails is accommodated (e.g. Theler Wetlands).

Trails on Federal Lands

On federal lands within Mason County there are approximately 107.5 miles of maintained trails, including 44.2 miles in Olympic National Park and 63.3 miles in Olympic National Forest. These trails are maintained by the National Park Service, the U.S. Forest Service, youth crews, and volunteers affiliated with several user groups, and other organizations. The totals include trails located within three designated wilderness areas managed by the two agencies. The Olympic Wilderness includes most national park land within Mason County. The Wonder Mountain Wilderness is wholly contained within the county, and the Mount Skokomish Wilderness extends into Jefferson County. All trails on federal lands within the county are non-motorized. Trails on national park and national forest lands are listed in Table 4–2 and illustrated in Figure 4–1a.

**Table 4–2
Existing Trails on Federal Lands in Mason County**

Trail Name	Total Miles	Closed to Stock	Closed to Bicycles
<i>Olympic National Park</i>			
Big Cedar Nature Trail	0.1	X	X
Black and White Lakes Primitive Trail	2.6	X	X
Flapjack Lakes Trail	4.1	X	X
Four Stream Trail	2.6	X	X
Gladys Divide Primitive Trail	1.4	X	X
Hagen Lakes Route	0.8	X	X
Mount Olson Way Trail	4.9		X
North Fork Skokomish River Trail	8.5		X
O'Neil Creek Route	1.4		X
Putvin Primitive Trail	0.6	X	X
Shady Lane Trail	0.9	X	X
Six Ridge Primitive Trail	9.8		X
Smith Lake Primitive Trail	2.1		X
Staircase Rapids Nature Trail	1.1	X	X
Wagonwheel Lake Trail	3.3	X	X
Olympic National Park	44.2		
<i>Olympic National Forest</i>			
Big Creek Loop	1.1	X	
Big Creek Upper Loop and Ellinor link	5.3	X	X
Brown Creek Nature Trail	0.8	X	
Church Creek Trail	1.7		
Church Creek Shelter Trail	0.7		
Copper Creek Trail	2.4		
Dry Creek Trail	8.5		
Elk Lake Trail	1.1		
Hamma Hamma Beaver Pond	0.3	X	X
Jefferson Pass Trail	1.1		
Jefferson Ridge Trail	2.9		
Lena Lake	1.5	X	
Living Legacy (CCC) Interpretive Trail	1.3	X	X
Lower South Fork Skokomish River Trail	10.3		
Mildred Lakes Trail	4.4	X	X
Mount Ellinor	3.1	X	X
Mount Rose	4.6	X	X
Pine Lake Trail	2.4		
Putvin Trail	3.0	X	X
Spider Lake Loop Trail	1.9	X	X
Upper South Fork Skokomish River Trail	4.9		X
Olympic National Forest	63.3		
Total Federal Lands	107.5		

Trails on State Lands

State-owned lands of interest in Mason County include those managed by Washington State Parks and Recreation Commission (WSPRC), the Department of Natural Resources (DNR), the Department of Fish and Wildlife (WDFW), and the Department of Transportation (WSDOT). Trails on these lands are summarized in Table 4-3 below.

In Mason County, nearly all maintained trails on state lands are within five state parks: Harstine Island, Jarrell Cove, Lake Isabel, Potlatch and Twanoh, which together provide about 6.6 miles of walking trails. Most of the total is found at Lake Isabel where old farm roads are utilized as trails, and at Harstine Island State Park where walking paths lead through forest to a scenic beach on Case Inlet. There is good potential on virtually all state park properties to enhance trail systems and amenities for users.

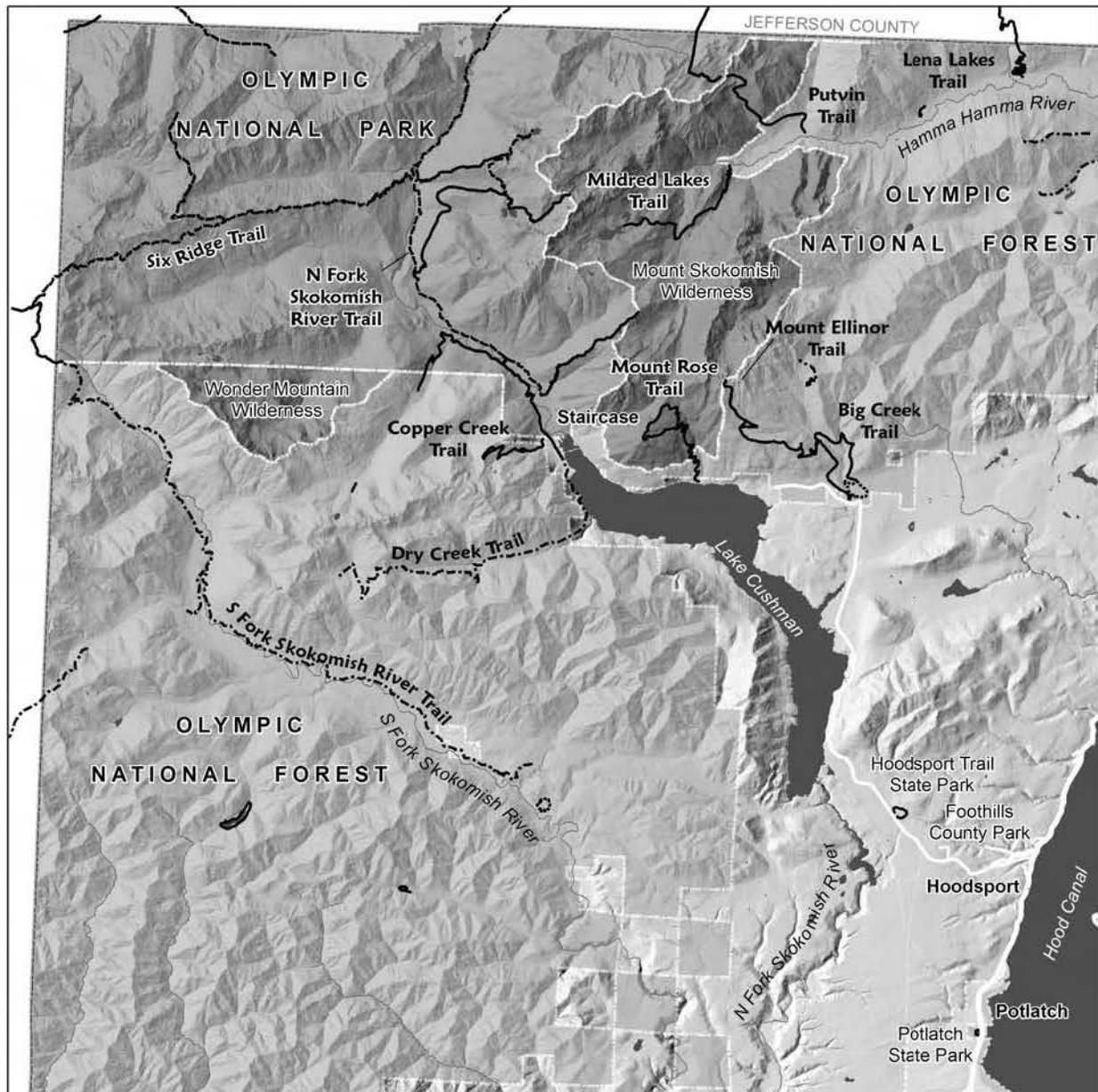
On DNR lands, only the short path to Price Lake north of Dow Mountain is maintained for non-motorized use. Trails at Tahuya State Forest, though developed mostly for motorized use, are open to non-motorized users. However, for inventory purposes, the trail miles are attributed to ORV recreation. Elsewhere, logging roads and other old grades are commonly used by hikers, bikers and equestrians. DNR lands near Dow Mountain above Hoodspout and at West Tahuya offer much potential for localized trail networks, trailheads, and regional connections for non-motorized users.

WDFW provides public access and boat launching facilities at most lakes and at a number of marine shore locations in the county. Sites are generally small and most are intended to accommodate fishing and waterfowl hunting. A short, scenic path at Oakland Bay is of interest to pedestrians and potential exists at several other sites for short nature trails and access to viewing areas and walkable beaches.

WSDOT maintains a number of state highways in Mason County, all of which are generally open to bicycle and pedestrian use. Highway corridors with sufficient right-of-way width offer the potential for developing parallel sidepaths in strategic locations that can help connect a regional system of trails and bikeways.

**Table 4–3
Trails on State Lands in Mason County**

Land Manager / Site	Miles	Stock	Bicycles
<i>Washington State Parks (WSPRC)</i>			
Harstine Island SP	1.5	0.0	0.0
Lake Isabel SP	2.9	0.0	0.0
Potlatch SP	0.4	0.0	0.0
Twanoh SP	1.0	0.0	0.0
Jarrell Cove SP	0.8	0.0	0.0
Total WSPRC	6.6	0.0	0.0
<i>Other State Lands</i>			
Oakland Bay access (WDFW)	0.3	0.0	0.0
Price Lake (DNR)	0.1	0.0	0.0
Total non-motorized	7.0	0.0	0.0
<i>Washington DNR</i>			
Tahuya State Forest (motorized)	208.0		
Total DNR (motorized)	208.0		
Total State Lands	215.0	0.0	0.0



- Existing Trails
- ~ Hiker-only trails
- ~ Trails open to stock
- ~ Trails open to bicycles
- ~ Trails open to bicycles and stock

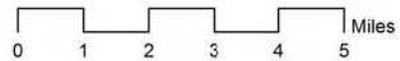
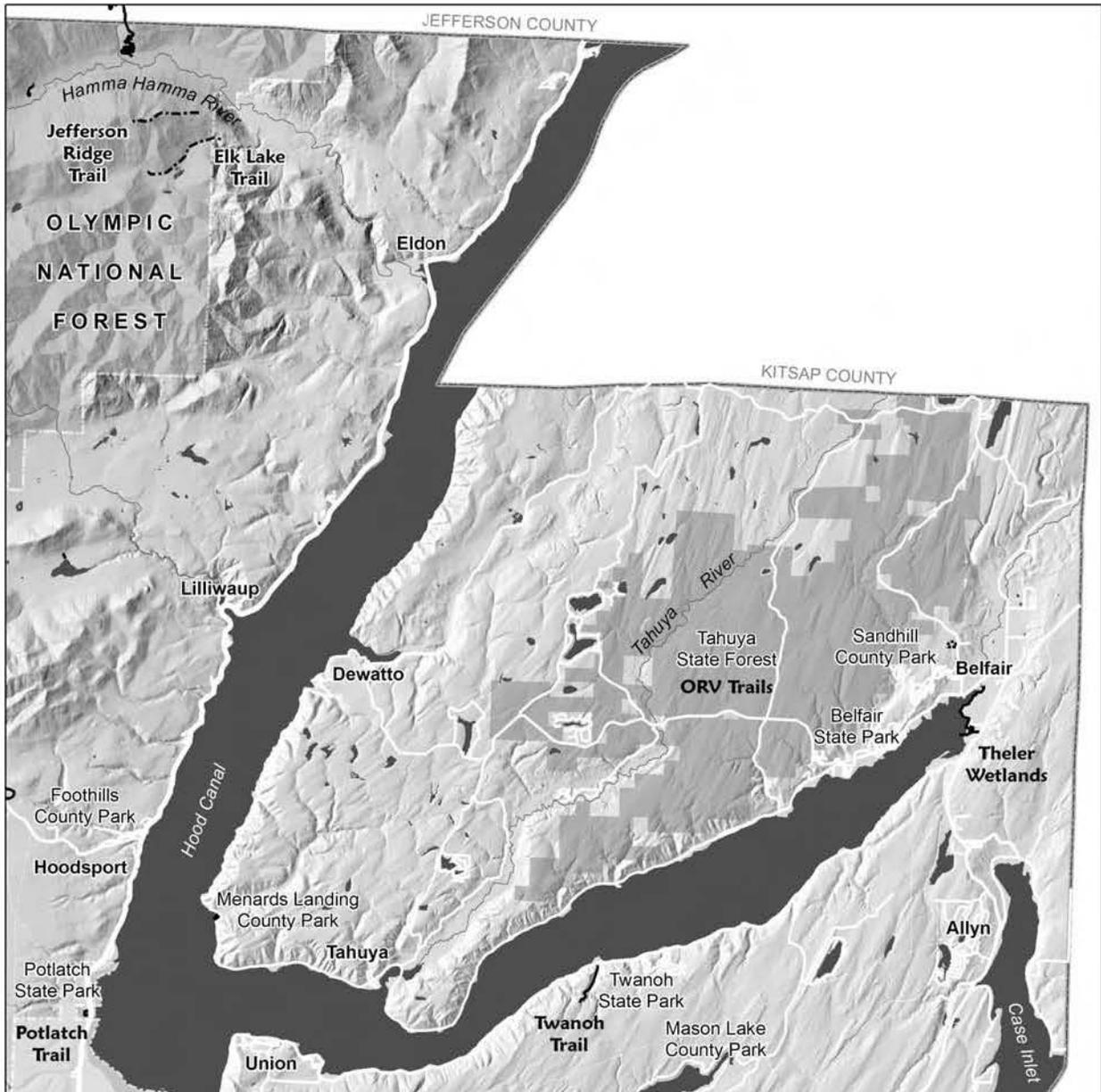


Figure 4-1a
NW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





- Existing Trails
- ~ Hiker-only trails
- ~ Trails open to stock
- ~ Trails open to bicycles
- ~ Trails open to bicycles and stock

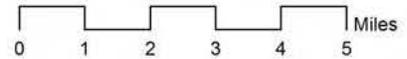
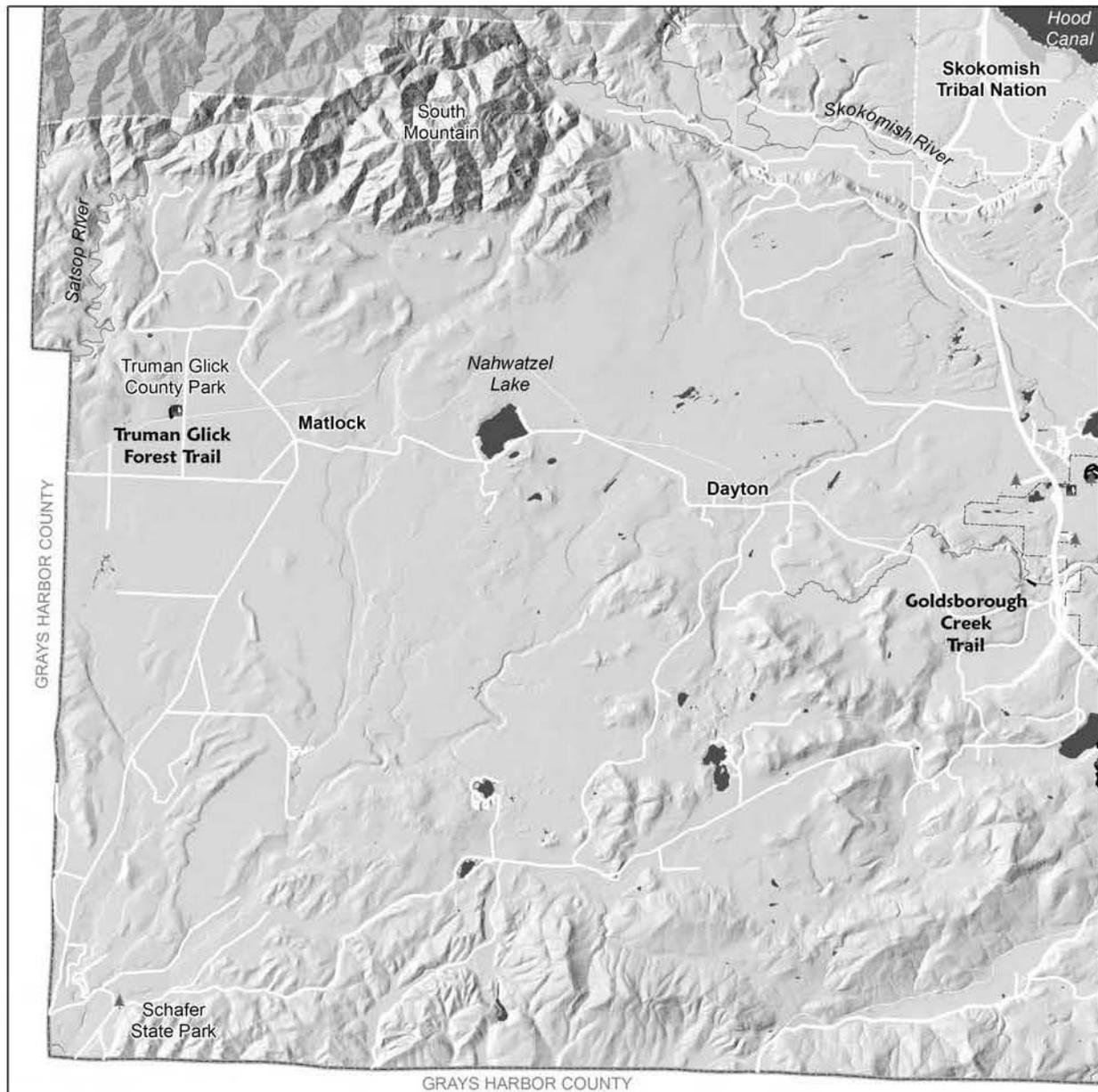


Figure 4-1b
NE Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





- Existing Trails
- ~ Hiker-only trails
- ~ Trails open to stock
- ~ Trails open to bicycles
- ~ Trails open to bicycles and stock

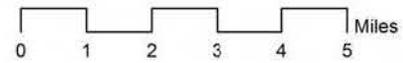
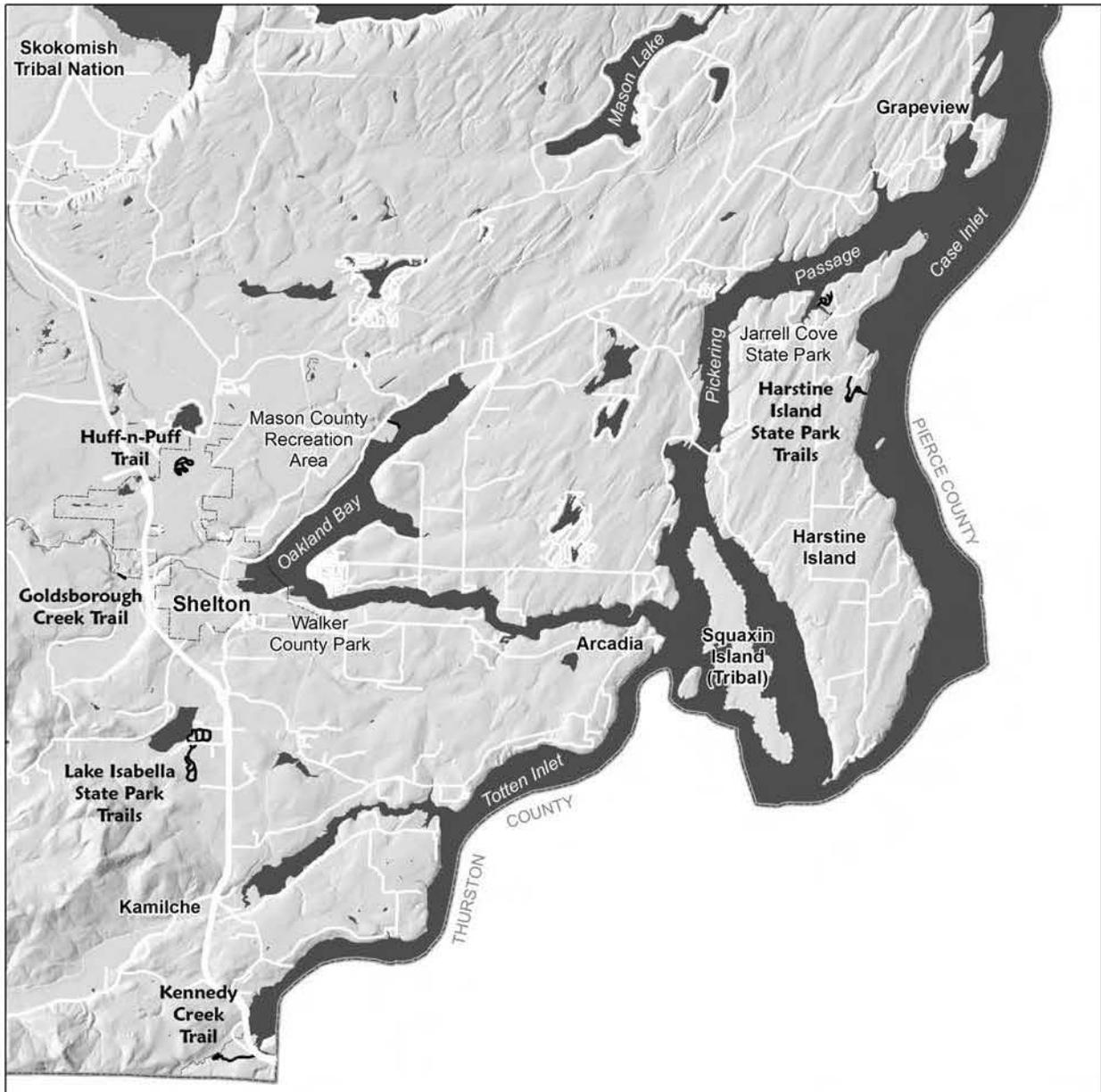


Figure 4-1c
SW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





- Existing Trails
- ~ Hiker-only trails
- ~ Trails open to stock
- ~ Trails open to bicycles
- ~ Trails open to bicycles and stock

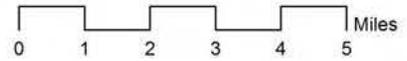


Figure 4-1d
SE Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



Mason County Trails

Mason County properties include a number of parks, undeveloped park land, water access areas, and an extensive road network. The only maintained trails of significance on county land are short nature trails at Truman Glick Park in western Mason County and a path around the ballfields at Sandhill Park north of Belfair. Other parks could be enhanced with new trail development, such as a perimeter loop jogging/walking/biking trail at the Mason County Recreation Area, a new trail from Jiggs Lake to DNR lands at West Tahuya, and a small network of trails at the proposed new park on Oakland Bay. County park properties will be critical to expanding opportunities for trail-based recreation in Mason County.

Within the county road system, as with state highways, parallel paths and shoulder improvements in strategic locations could be highly beneficial to pedestrians and cyclists. A parallel path along Harstine Islands' North Island Drive is one such opportunity that was suggested by island residents. Paths along North Bay Road north of Allyn and along SR 3 and SR 300 in Belfair have also been suggested. (Other possibilities are noted in Section 8 of this plan.)

**Table 4–4
Trails on Mason County-Owned Lands**

Land Manager	Miles	Stock	Bicycles
<i>Mason County Parks</i>			
Truman Glick Park	0.8	0.0	0.0
Sandhill Park	0.4	0.0	0.4
Total	1.2	0.0	0.4

City of Shelton Trails

In Shelton, the county's only incorporated city, only a few trails exist, most of them short walking paths of a quarter-mile or less in some city parks. The only significant trail recreational system in the city is the Huff and Puff Trail, a system of short loops in an attractive wooded area near the high school on Shelton Springs Road. Paved paths along roads in the area help connect the park to area neighborhoods and schools. Also worth noting is the short, but historic, Ravenna Trail that climbs the hill south of downtown. Undeveloped street rights-of-way and other public and quasi-public lands in Shelton offer significant potential to expand the city's trail system.

**Table 4–5
Trails on City of Shelton Lands**

Land Manager	Miles	Stock	Bicycles
<i>City of Shelton</i>			
Huff and Puff Trail	1.8	0.0	0.0
Ravenna Trail	0.2	0.0	0.0
Loop Field, Callanan Park, other city parks	0.5	0.0	0.0
Street sidepaths	2.7	0.0	2.7
Total	5.2	0.0	2.7

Trails on Quasi-Public and Private Lands

An attractive 1.8-mile trail system at Theler Wetlands is a popular destination for residents and visitors alike. Trails and related facilities are frequently used for environmental education purposes by local educators, youth groups, volunteers, and others. The trail system has good potential for new connections to the Belfair community, Belfair State Park, and the overall regional trail system as it develops.

Interpretive trails at Goldsborough and Kennedy Creeks provide easy walking with opportunities to learn about the life cycle of salmon that spawn in these streams. At Goldsborough Creek, an old dam was recently removed through a cooperative effort of the Squaxin Island Tribe, the Washington Department of Fish and Wildlife, Army Corps of Engineers, and Green Diamond Resource Company. Dam removal and restoration of the creek have helped to reestablish salmon runs in the watershed. Trails at Kennedy Creek were built by the South Puget Sound Salmon Enhancement Group and offer excellent walking in forest near the creek, although trailhead access is limited.

Given the lack of trails on non-federal public lands, many local trail users have turned to private lands, particularly forest lands owned by Green Diamond Resource Company. Green Diamond is, by far, the largest landowner in Mason County, with most of its land managed for commercial forestry. As a matter of policy, the company accommodates non-motorized public access to most of its land, including hiking, mountain biking and horseback riding. These activities generally occur along active and abandoned logging roads, although some user groups have received permission to construct a few trails that can be accessed from the road system. These are not considered publicly maintained trails and permission to use them remains conditional. Because they are not permanent and no easements exist for their use, they are not included in the inventory. Nevertheless, they provide a valuable recreational resource to the community.

Several key corridors on Green Diamond properties (and other private lands) have been identified where significant opportunities exist for new trails and where more formal arrangements for public access and trail development might be feasible. Such development is subject to review and approval by the landowners and no assurance can be made that permission will be granted. For example, new trails within certain riparian areas where logging activities are less likely to occur could be proposed to the landowner for consideration. Old railroad grades, such as in the Vance Creek area near Camp Govey, offer similar potential.

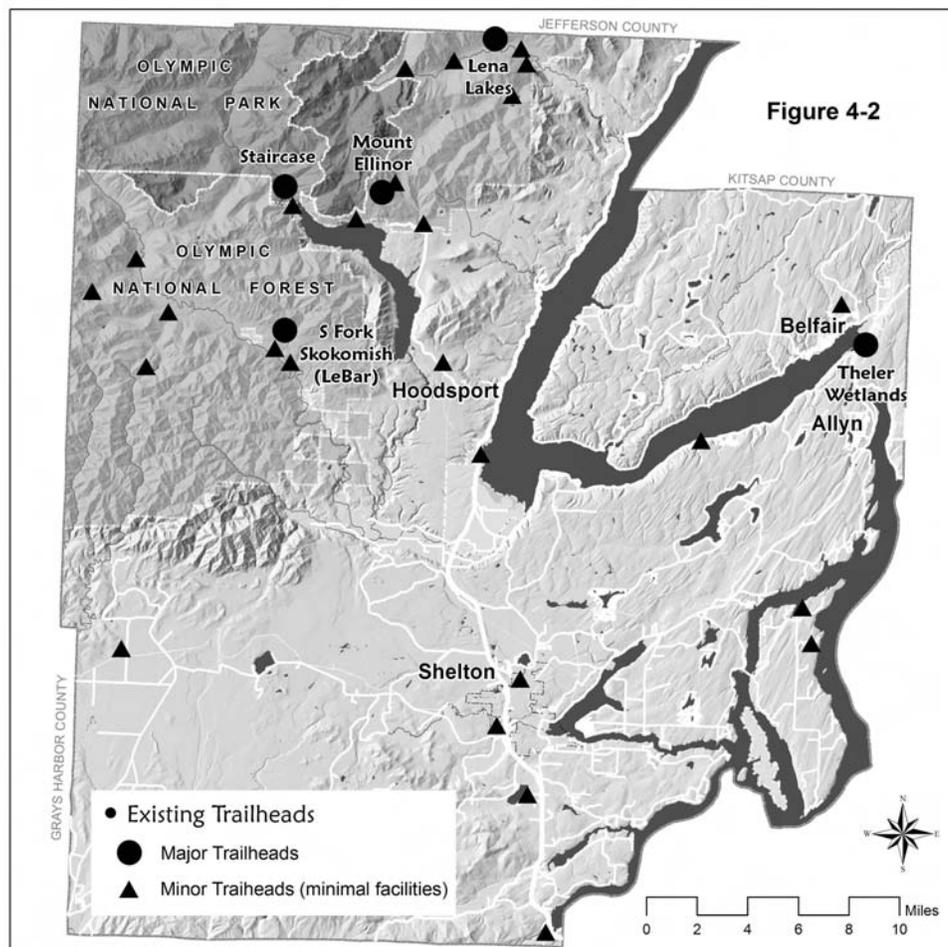
**Table 4-6
Trails on Quasi-Public and Private Lands**

Land Manager	Miles	Stock	Bicycles
<i>Quasi-public and private lands</i>			
Theler Wetlands	1.8	0.0	0.0
Goldsborough Creek	0.4	0.0	0.0
Kennedy Creek	0.5	0.0	0.0
Total	2.7	0.0	0.0

4.2 Trail Access and Related Facilities

Access to existing trails in Mason County is primarily by way of state and county parks and signed trailheads in Olympic National Forest and Olympic National Park. Some sites on federal lands are as basic as a small gravel parking area and a sign, while most county and state parks also include restrooms and picnicking facilities. A summary of trailheads and parks that provide access to Mason County trails is provided in Table 4–7, also illustrated in Figure 4–2 below. (ORV access is noted in Section 4.5.)

The only developed access to trails in the national park is at Staircase where good facilities are available, although the entrance road is gated in winter about one mile from the trailhead. On national forest lands, no trailheads are as developed as Staircase, but several receive fairly heavy summer use, including Mount Ellinor (upper and lower trailheads), South Fork Skokomish (Lebar Creek), and Lena Lakes. Trailheads in state and county parks and in the City of Shelton generally receive light use, as do the trailheads for Kennedy and Goldsborough Creeks. The trailhead for Theler Wetlands is popular year-round among residents and visitors alike. Capacity at most trailheads is generally adequate to serve current demand, although many are in need of improved parking, restrooms and signing. As new trails are developed under this plan, most could be served by upgrading access facilities in existing state and local parks. However, some new sites would also need to be developed (see Section 8).



**Table 4-7
Trail Access and Related Facilities**

Land Manager/Site	Parking	Restroom	Signs/ Kiosk	Camping	Picnic Area
<i>Olympic National Park</i>					
Staircase	20+	Standard	Standard	Y	Y
<i>Olympic National Forest</i>					
Beaver Pond (H. Hamma)	<5	None	None	Y	N
Big Creek	5-10	Basic	Basic	Y	N
Brown Creek	5-10	Basic	Basic	Y	Y
Church Creek	<5	None	None	N	N
Dry Creek	<5	None	Basic	N	N
Elk Lake	<5	Basic	Basic	N	N
H. Hamma Campground	<5	Basic	Basic	Y	N
Jefferson Pass	<5	None	None	N	N
Jefferson Ridge	<5	None	None	N	N
Lebar Creek	10-20	Basic	Basic	N	N
Lena Lakes	10-20	Basic	Basic	N	N
Mildred Lakes	10-20	Basic	Basic	N	N
Mount Ellinor	20+	Basic	Standard	N	N
Mount Rose	10-20	Basic	Basic	N	N
Pine Lake	<5	None	None	N	N
Putvin Trail	<5	None	None	N	N
S. Fork Skokomish River	5-10	Basic	Basic	N	N
Spider Lake	<5	None	None	Y	N
<i>State Parks</i>					
Belfair	20+	Standard	Standard	Y	Y
Harstine Island	10-20	Basic	Standard	N	Y
Hoodspout Trail	5-10	Basic	Basic	N	Y
Jarrell Cove	10-20	Standard	Standard	Y	Y
Lake Isabel	5-10	Basic	Standard	N	N
Potlatch	10-20	Standard	Standard	Y	Y
Twanoh	20+	Standard	Standard	Y	Y
<i>Tahuya State Forest</i>	20+	Basic	Standard	Y	Y
<i>Mason County Parks</i>					
Truman Glick Park	10-20	Basic	Standard	N	Y
Sandhill Park	20+	Standard	Standard	N	N
<i>City of Shelton</i>					
Huff and Puff Trail	5-10	None	Basic	N	N
<i>Other</i>					
Theiler Wetlands	20+	Basic	Standard	N	N
Goldsborough Creek	<5	None	Standard	N	N
Kennedy Creek	<5	None	Standard	N	N

Parking: approximate number of spaces; Restrooms: Standard=running water or contemporary design; Basic=conventional outhouse or similar; Signs/Kiosk: Standard=trail conditions, map, interpretive or related information posted; Basic=trail sign only or similar. Note: ORV access is noted in Section 4.5.

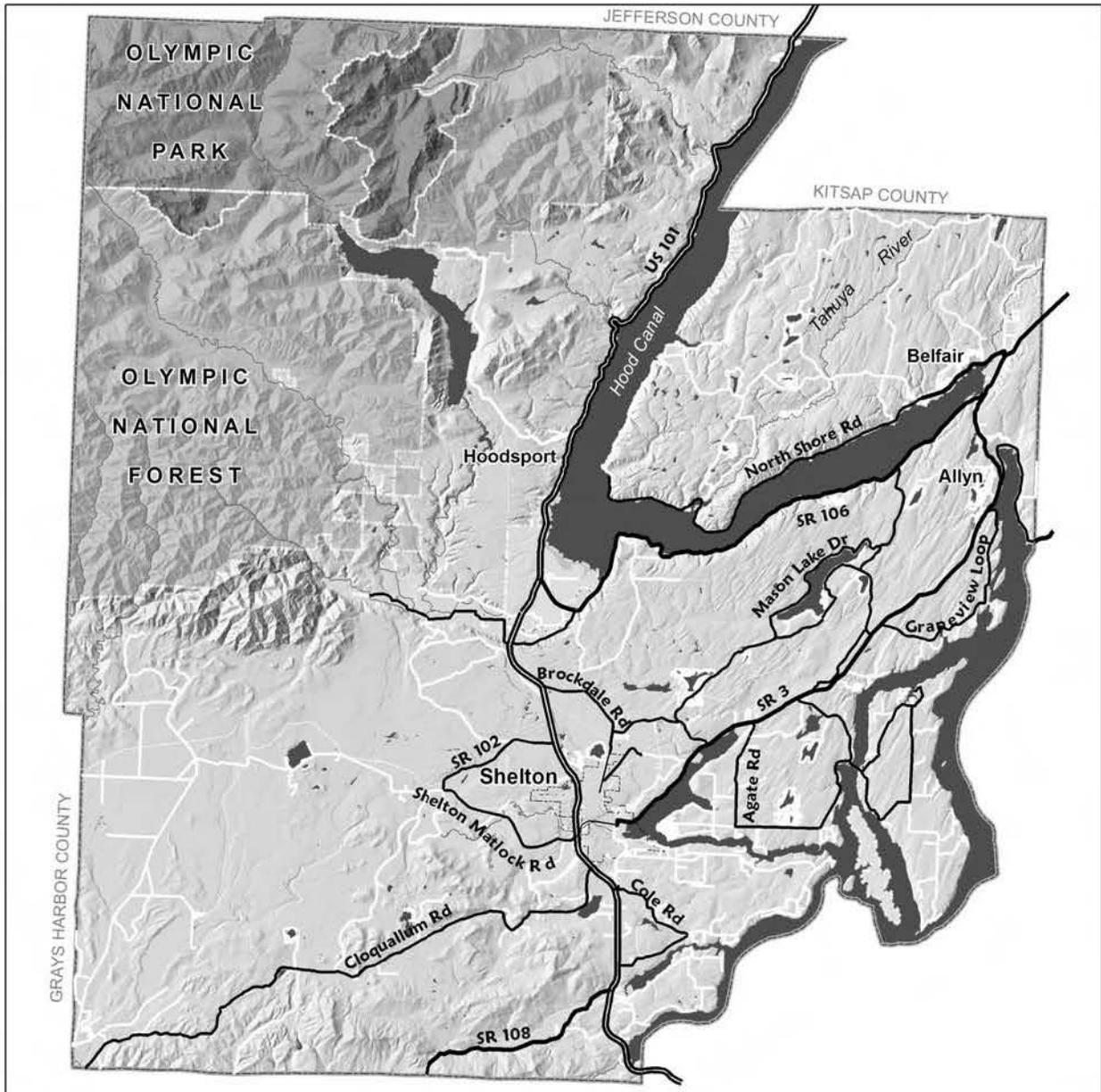
4.3 Bikeways (On-Street Facilities)

In Mason County, there are no designated bikelanes or bikeways, though many cyclists routinely ride in all areas of the county. Road and highway systems are utilized for both recreational touring and bicycle commuting. Popular routes tend to follow the county's extensive marine shoreline or connect between communities, adjoining counties, state and local parks, and other destinations. Some of the more popular cycling routes in the county (235 miles) are listed in Table 4–8 below and are illustrated in Figure 4–3.

Table 4–8
Popular Cycling Routes

Road or Highway	Miles	General Route Condition
<i>Federal Highways</i>		
US 101 ¹	44.4	Poor
<i>State Highways</i>		
SR 106	20.1	Fair
SR 108	7.7	Fair
SR 3	27.0	Poor
SR 300	3.2	Poor
<i>Mason County/City of Shelton</i>		
Agate Road	6.6	Fair
Anthony Road	3.0	Good
Brockdale Road	5.5	Poor
Cloquallum Road	12.5	Poor
Cole Road	3.2	Fair
Craig Road	0.1	Fair
Dayton Airport Road	4.6	Poor
Grapeview Loop	8.1	Good
Harstine Island Loop	10.3	Fair
Johns Prairie Road	2.0	Poor
Lynch Road	2.7	Fair
Mason Benson Rd	3.1	Fair
Mason Lake Drive	9.0	Fair
Mason Lake Road	1.9	Fair
McEwan Prairie Road	2.5	Fair
North Bay Road	5.7	Poor
North Shore Road	15.6	Fair
Pickering Road	6.3	Fair
Purdy Cutoff Road	2.8	Poor
Railroad Avenue	0.9	Fair
Satsop-Cloquallum Road	9.3	Fair
Shelton-Matlock Road	6.3	Poor
Skokomish Valley Road	6.2	Fair
Trails Road	3.3	Good
Wingert Road	1.1	Poor
Total	235.0	

¹ US 101 is not a popular bike route among many residents (due to narrow shoulders), but is used by touring cyclists, particularly those traveling along the west shore of Hood Canal.



- Popular Cycling Routes
- ~ US 101
- ~ State Highways
- ~ Mason County Roads
- ~ City of Shelton Streets

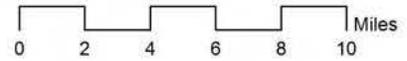


Figure 4-3

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



Many roads currently lack wide, smooth, striped shoulders, although there are some important exceptions, such as the Grapeview Loop Road and portions of Mason Lake and Trails Roads. State Route 106 is an example of a popular scenic bike route where only minor shoulder improvements and widening could substantially enhance their suitability for cycling. These and other roads that may be of particular benefit to cycling are identified in the facilities inventory. Recommendations are made (in Section 8) for a variety of improvements, both major and minor, along those routes.

Shoulder improvements, both paved and unpaved, can also benefit pedestrian safety and mobility. Where right-of-way widths and site conditions permit, parallel paths may provide a reasonable means of accommodating pedestrian traffic, and in some cases, bicyclists as well. In urban or high-traffic areas, sidewalks may be a preferred alternative. Established traffic engineering principles and design guides are used to help determine the type of facility that is appropriate to a specific situation.

4.4 Countywide Trail and Bikeway Systems

Potential New Trail Corridors

In order to address the goals and policies outlined in this plan, comprehensive field surveys were conducted throughout Mason County to identify new opportunities for local and regional trails. Though relatively few trails have been developed on non-federal public lands in Mason County, opportunities abound for such facilities in virtually all areas of the county. Potential new trail corridors were identified based on the following criteria:

- Public ownership or access is currently available
- There is potential connectivity to communities, existing trails, parks, schools or other public facilities
- The corridor is in close proximity to sites of natural, scenic or historic interest
- Corridors such as transmission lines and railroad grades exist where it may be feasible to negotiate public access
- Private forest lands where public access for recreation may already be accommodated
- Areas that are not well served by trails currently
- Areas having shoreline access potential
- Corridors that provide opportunities for varied settings and experiences that can be enjoyed by a diversity of users, including people of all ages and abilities.
- Road shoulders or right-of-way where parallel paths can enhance safety or connectivity for local or regional trail systems
- Areas where the need for new trails has been identified through other planning efforts (e.g. Belfair UGA Plan)

Once identified, potential corridors were reviewed by county staff and the Regional Trails Committee. A period of adjustments and corrections led to the development of the countywide map of potential trail corridors illustrated in Figures 4–4a through 4d (more detailed maps of many of these routes are found in Section 8). Local and regional trails represented on the map are also listed in Tables 4–9 and 4–11 which indicate the approximate length and predominant ownership of each potential trail, along with the user group(s) the trail would most likely serve. In many instances, multiple ownerships

are present along the route and only the land owner or manager most likely to authorize or move a particular project forward is shown. Tables 4–10 provides a summary of total miles of potential trail corridors by land manager. Approximately 27.2 miles of local trails and 135.6 miles of regional trails were identified, for a total of 162.8 miles. Nearly half of the regional trails total is located on private forest lands (predominantly Green Diamond), while most local trail corridors are on Mason County and DNR lands.

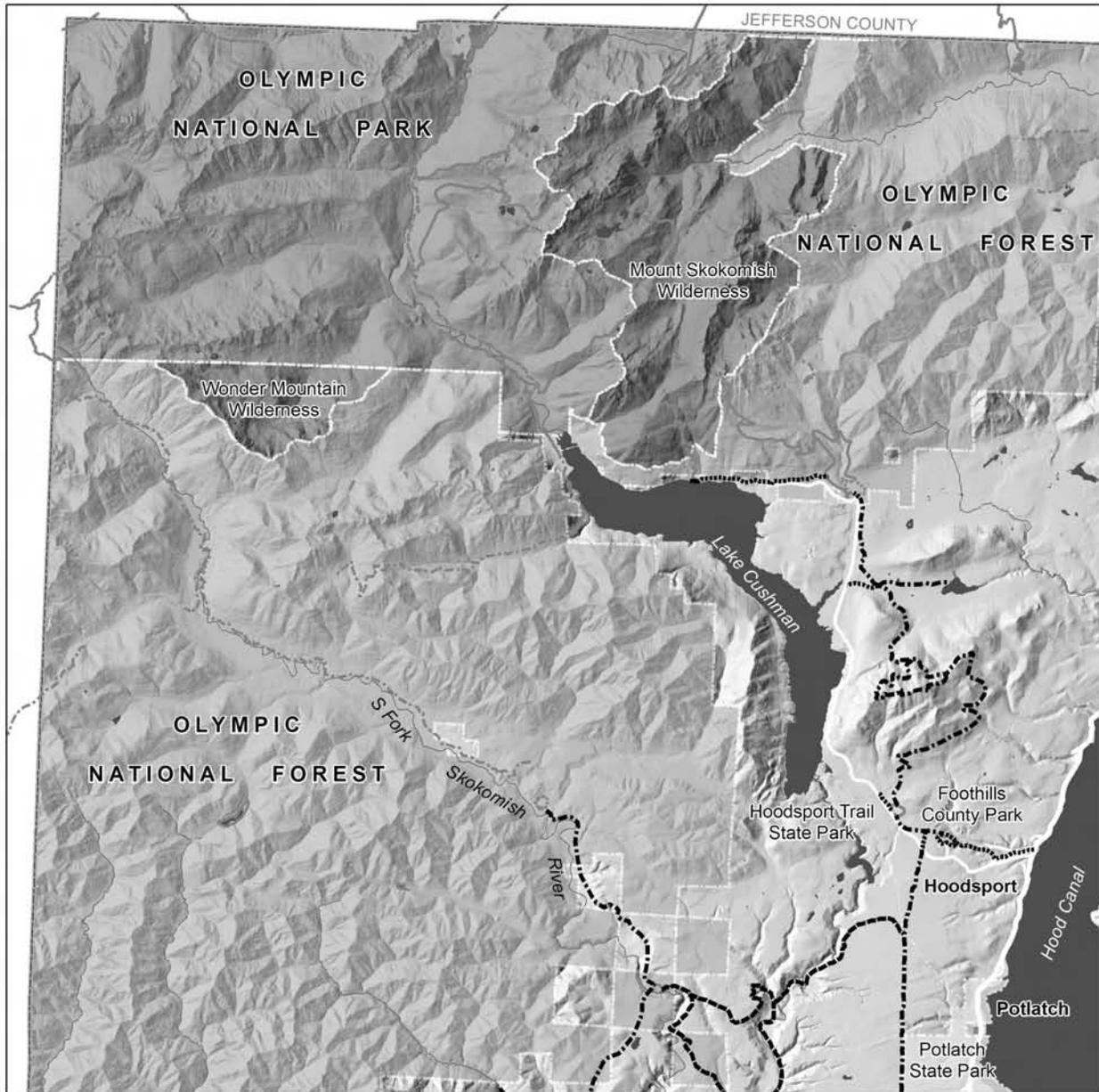
**Table 4–9
Potential Trail Corridors: Local Trails**

Corridor/Trail Name	Miles*	Land Manager	Primary Users
Bourgault Nature Loop	0.3	Mason Co	Hiker
E Harstine Is Rd Sidepath	0.8	Mason Co	Hiker
Foothills Park Loop	0.6	Mason Co	Hiker, mountain biker
Goldsborough Creek Trail	1.7	Private	Hiker, mountain biker
Harstine Is SP West Loop	0.7	WA St Parks	Hiker
Jarrell Cove access	0.3	WA St Parks	Hiker
Jarrell Cove Trail	0.4	Mason Co	Hiker
Kennedy Creek Trail	1.6	Private	Hiker
Lake Isabel SP Lakeside Trail	0.3	WA St Parks	Hiker
MCRA Loop Trails	1.0	Mason Co	Hiker/jogger
Nahwatzel Lake Trail	0.9	Private	Hiker
North Island Dr Sidepath	3.3	Mason Co	Hiker
Oakland Bay Park Trails	1.4	Mason Co	Hiker
Price Lake Trail	0.6	DNR	Hiker, mountain biker
Sandhill Trail	1.1	Mason Co	Hiker, mountain biker
SR3 Sidepath	2.9	WSDOT	Hiker, cyclist
Theiler Wetlands	0.1	WDFW	Hiker
Menards-Jiggs Lake Trail	9.2	DNR	Hiker, equestrian, mt biker
Total	27.2		

**Table 4–10
Potential Trail Corridors (by land manager)**

Land Manager	Local	Regional	Total
USA	0.0	18.0	18.0
USFS	0.0	6.7	6.7
BPA	0.0	11.9	11.9
Tacoma Power	0.0	14.2	14.2
WA State Parks	1.3	0.5	1.8
WA DNR	9.8	13.9	23.7
WDFW	0.1	0.2	0.3
WSDOT	2.9	5.5	8.4
Mason County	8.9	1.2	10.1
Private	4.2	63.5	67.7
Total miles*	27.2	135.6	162.8

* Trail lengths are approximations based on the distances generated by GIS mapping software. Actual trail lengths on the ground are likely to be somewhat more than that indicated in the tables.



● Potential Trail Corridors

-  Hiker Trails*
-  Equestrian Trails
-  Bicycle Trails
-  Equestrian & Bicycle Trails

* Trails that may not be well suited to stock or bicycles. Equestrian and bicycle trails would also be open to hikers.

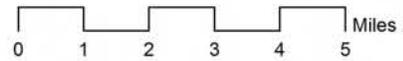


Figure 4-4a
NW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





● Potential Trail Corridors

-  Hiker Trails*
-  Equestrian Trails
-  Bicycle Trails
-  Equestrian & Bicycle Trails

* Trails that may not be well suited to stock or bicycles. Equestrian and bicycle trails would also be open to hikers.

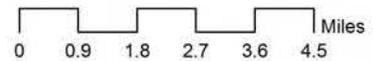
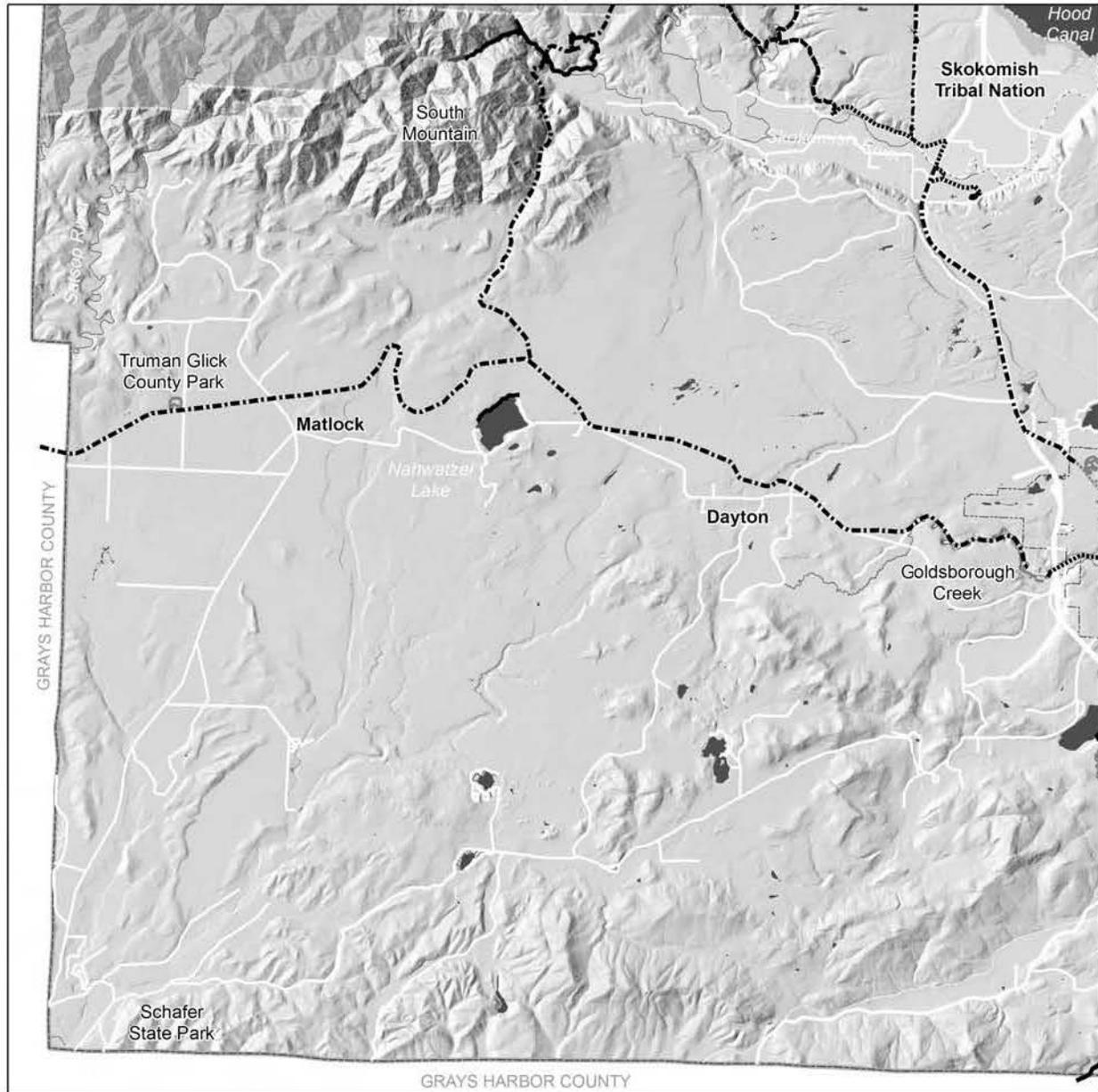


Figure 4-4b
NE Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





● Potential Trail Corridors

-  Hiker Trails*
-  Equestrian Trails
-  Bicycle Trails
-  Equestrian & Bicycle Trails

* Trails that may not be well suited to stock or bicycles. Equestrian and bicycle trails would also be open to hikers.

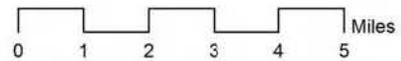


Figure 4-4c
SW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





● Potential Trail Corridors

-  Hiker Trails*
-  Equestrian Trails
-  Bicycle Trails
-  Equestrian & Bicycle Trails

* Trails that may not be well suited to stock or bicycles. Equestrian and bicycle trails would also be open to hikers.

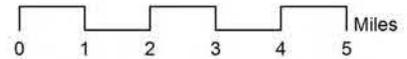


Figure 4-4d
SE Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



**Table 4–11
Potential Trail Corridors: Regional Trails**

Corridor/Trail Name	Miles	Land Manager	Primary Users
Allyn Trail	1.2	WSDOT	Hiker, mountain biker
Belfair Plateau Trail	1.1	Private	Hiker, mountain biker
Belfair Trail	0.2	Mason Co	Hiker, mountain biker
Belfair Trail	3.1	WSDOT	Hiker, mountain biker
Bourgault-Sunnyside Tr	1.0	Mason Co	Hiker, mountain biker
Bourgault-Sunnyside Tr	2.2	Private	Hiker, mountain biker
Bourgault-Sunnyside Tr	0.5	WSDOT	Hiker, mountain biker
Bourgault-Sunnyside Tr	0.2	WDFW	Hiker, mountain biker
Camp Govey Loop	0.2	Private	Hiker
Camp Govey Trail	10.1	Private	Hiker, equestrian, mt biker
Case Inlet Trail	0.7	WSDOT	Hiker, mountain biker
Case Inlet Trail	1.0	Private	Hiker, mountain biker
Coast railtrail	10.4	Private	Hiker, equestrian, mt biker
Hoodsport-Cushman Trail	0.1	WA State Parks	Hiker, equestrian, mt biker
Dow Mt Summit Trail	3.0	DNR	Hiker, equestrian, mt biker
Fir Creek Trail	1.7	Private	Hiker
Goldsborough Creek Trail	10.4	Private	Hiker, equestrian, mt biker
BPA Hood Canal Trail	6.8	BPA	Hiker, equestrian, mt biker
Hoodsport Trail SP link	0.4	WA State Parks	Hiker, mountain biker
Hoodsport-Cushman Trail	2.5	USFS	Hiker, mountain biker
Hoodsport-Cushman Trail	2.7	Private	Hiker, equestrian, mt biker
Hoodsport-Cushman Trail	9.6	DNR	Hiker, equestrian, mt biker
Lake Haven Trail	2.0	Private	Hiker
Lake Limerick link	0.9	USA	Hiker, equestrian, mt biker
N Fork Skokomish Trail	5.5	Private	Hiker, equestrian
Oakland Bay Trail	3.6	USA	Hiker, equestrian, mt biker
Portage Trail	2.1	Private	Hiker, mountain biker
Price Lake Trail	1.3	DNR	Hiker, equestrian, mt biker
S Fork Skokomish Trail	4.2	USFS	Hiker, equestrian, mt biker
S Fork Skokomish Trail	6.1	Private	Hiker, equestrian
Shelton Creek Trail	0.8	Private	Hiker
Shelton-Belfair Trail	17.1	USA	Hiker, equestrian, mt biker
Shelton-Belfair Trail	5.1	BPA	Hiker, equestrian, mt biker
Shelton-Belfair Trail	1.4	Private	Hiker, equestrian, mt biker
Shelton-Skokomish Trail	5.6	WSDOT	Hiker, equestrian, mt biker
Skokomish Forks Trail	2.5	Private	Hiker, equestrian
Tacoma Power Corridor	12.5	Tacoma Power	Hiker, mountain biker
Twanoh-Mason Lk	1.7	Tacoma Power	Hiker, equestrian, mt biker
Twanoh-Mason Lk	2.3	Private	Hiker, equestrian, mt biker
Upper Vance Cr Trail	0.3	Private	Hiker
Vance Gorge Trail	0.7	Private	Hiker
Total	144.8		

Potential Bikeway Corridors

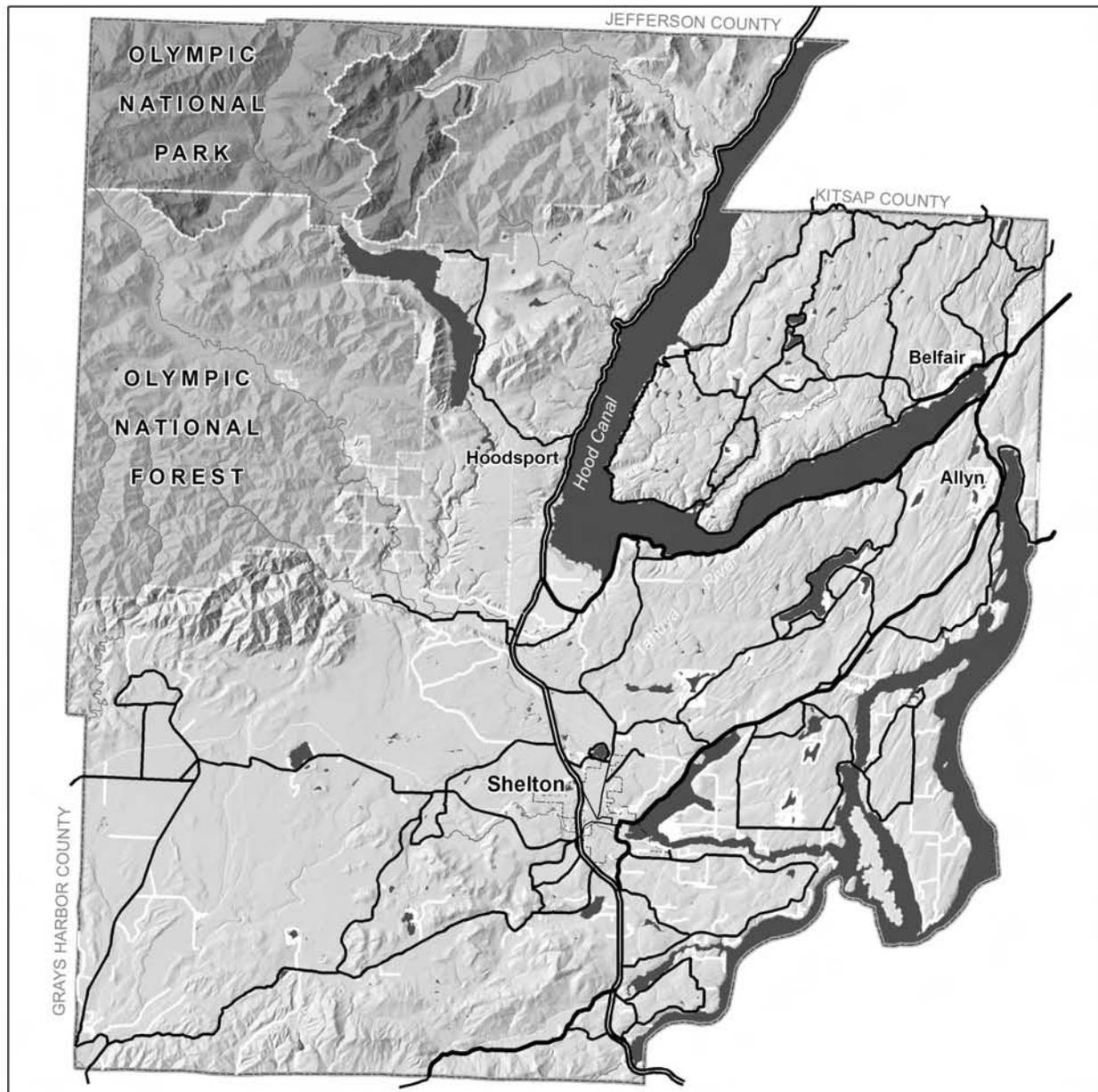
The potential for on-street bikeways in Mason County was also explored and a number of possible routes were identified that would be of interest to those either touring or commuting by bicycle. Nearly all roads and highways in Washington State are open to cycling, with only a few exceptions such as through major urban centers along interstate highways where cycling is specifically prohibited.

In Mason County (as with many other areas of the state), roads and highways are generally open to bicycling; however, conditions for such use are often marginal or inadequate for rider comfort and safety. Shoulders are frequently too narrow or rough to be of much value to cyclists traveling along busier roads. Where traffic is light and visibility is good, bicycles can often safely share the travel lanes used by motor vehicles. In rural areas with low to moderate traffic volumes, even two or three feet of smooth, paved shoulder, especially on the uphill side of the road, can be of significant benefit to cyclists. As traffic volumes increase, a wide, striped shoulder on both sides of the road is generally desirable, typically a minimum of four feet in width (five feet if a curb is present). Since bicycles travel in the same direction as adjacent motor vehicle traffic and are subject to the same traffic laws, two-way shoulder riding is strongly discouraged, thus adequate facilities should be provided on both sides of the road. Designated bikelanes (also on both sides of the road) are normally reserved for areas having greater motor vehicle and bicycle traffic volumes.

By identifying which routes have the greatest value to bicycle touring and commuting, and which roads can be most readily improved with smooth, wide shoulders, potential routes can be identified that will contribute to a regional system of bikeways. Again, potential routes identified in this plan are based on criteria similar to that used for trail corridors:

- Public ownership or right-of-way
- Road shoulder and pavement conditions
- Traffic speeds and volumes
- Connectivity to communities, bicycle trails, parks, schools or other public facilities
- Linkages to sites of natural, scenic or historic interest
- Regional connections to bike routes in surrounding counties
- Areas of the county that are not well served currently
- Routes providing potential access to shorelines
- Varied settings and experiences that can be enjoyed by a diversity of users, including riders of all ages and abilities.
- Areas where the need for bikeways has been identified through other planning efforts (e.g. Belfair UGA Plan)

A list of potential Mason County bike routes is provided in Table 4–12. An overall system of bikeways based on these routes is presented in Figure 4–5. A total of 430.9 miles were identified (including the more popular cycling routes noted in Table 4–8). Of the total, 41.6 miles are along US 101, 71.3 miles are along state highways, 312.1 miles are along Mason county roads, and 5.9 miles are along several streets within the City of Shelton. This does not suggest that major improvements are necessary along all of these routes, but that sufficient cycling interest exists to warrant further review and analysis. Recommendations for priority routes are provided in Section 8.



- Potential Bikeways
- ~ US 101
- ~ State Highways
- ~ Mason County Roads
- ~ City of Shelton Streets

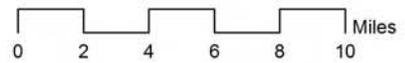


Figure 4-5
Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



**Table 4–12
Potential Bikeways**

Route Name	From	To	Miles
<i>Federal Highways</i>			
US 101	Mason Co line N	Hoodsport	17.1
US 101	Hoodsport	Wallace Kneeland Rd	13.4
US 101	Wallace-Kneeland Rd	Mason Co line south	11.1
		Total US 101	41.6
<i>State Highways</i>			
SR 106	US 101	SR 3	20.1
SR 108	US 101	Mason Co line south	7.7
SR 119	Hoodsport	Lake Cushman	10.9
SR 3	US 101	Railroad Ave	2.7
SR 3	1st St (Shelton)	Mason Co line east	25.5
SR 302	Mason Co line	Pierce County	0.8
SR 300	SR3	Belfair Tahuya Rd	3.6
		Total State Highways	71.3
<i>Mason County Roads</i>			
Agate Rd	SR 3	Pickering Rd	6.6
Anthony Rd	SR 3	Mason Benson Rd	3.0
Arcadia Rd	SR 3	Lynch Rd	7.1
Bear Creek Dewatto Rd	Old Belfair Hwy	Tahuya Blacksmith Rd	10.3
Beeville Loop	Shelton-Matlock Rd	Shelton-Matlock Rd	8.2
Belfair Tahuya Rd	SR 300	North Shore Rd	11.8
Benson Loop-Cove Dr	Agate Rd	Pickering Passage	0.5
Bloomfield Rd	Kamilche Point Rd	Old Olympic Hwy	4.7
Bourgalt Rd	US 101	Skokomish Valley Rd	0.5
Brockdale Rd	Shelton city limits	US 101	4.1
Cloquallum Rd	US 101	Satsop Cloquallum Rd	12.5
Cole Rd	Craig Rd	Lynch Rd	3.2
Craig Rd	SR 3	Cole Rd	0.1
Dalby Rd	McReavy Rd	SR 106	1.0
Dayton Airport Rd	US 101	Shelton-Matlock Rd	4.6
Deckerville Rd	Matlock-Brady Rd	Mason Co line west	3.8
Deegan Rd	Shelton-Matlock Rd	Shelton Valley Rd	2.6
Dewatto Holly Rd	Dewatto Rd	Bear Creek Dewatto Rd	7.8
Dewatto Rd	North Shore Rd	Belfair Tahuya Rd	3.2
Elfendahl Pass Rd	North Shore Rd	Bear Creek Dewatto Rd	7.8
Ford Rd	Deckerville Rd	Beeville Loop	2.6
Grapeview Loop	SR 3 Allyn	SR 3	8.1
Harstene Is Loop	Harstine Bridge	Harstine Bridge	10.3
Haven Lake Dr	Belfair Tahuya Rd	Haven Way	0.8
Haven Way	Belfair Tahuya Rd	Mountain View Dr	2.4
Highland Rd	Shelton-Matlock Rd	Cloquallum Rd	7.9
Hurley Waldrup Rd	Old Olympic Hwy	SR 108	2.4
Island Lake Dr	Island Lake Rd	Island Lake Dr	2.3
Island Lake Rd	Island Lake Dr	Shelton Springs Rd	0.5

Table 4–12, Potential Bikeways, *continued*:

Route Name	From	To	Miles
Johns Prairie Rd	Brockdale Rd	Mason Co Rec Area	2.0
Kamilche Point Rd	Old Olympic Hwy	Bloomfield Rd	2.8
Little Egypt Rd	Shelton-Matlock Rd	Highland Rd	4.1
Lynch Rd	US 101	Arcadia Rd	8.3
Mason Benson Rd	SR 3	Mason Lake Dr	3.1
Mason Lake Dr	Mason Lake Rd	Mason Lake Dr fork	2.5
Mason Lake Rd	Mason Lake Dr	Trails Rd	14.6
Mason Lake Loops	Mason Lake Rd	Mason Lake Rd	4.3
Matlock Deckerville Rd	Matlock Brady Rd	Deckerville Rd	1.0
Matlock-Brady Rd	Shelton Matlock Rd	Schafer Park Rd	10.9
McEwan Prairie Rd	Mason Lake Rd	Brockdale Rd	2.5
McReavy Rd	Brockdale Rd	SR 106	6.7
Mountain View Dr	Tahuya Blacksmith Rd	Tahuya Blacksmith rd	1.0
North Bay Rd	SR 3	Mason Co line	5.7
North Island-Wingert Rd	Harstine Island Rd	Jarrell Cove SP	1.1
North Shore Rd	Menards Landing	Dewatto Rd	7.7
North Shore Rd	Belfair Tahuya Rd	Menards Landing	14.8
Old Belfair Hwy	SR 300	Mason Co line	3.9
Old Olympic Hwy	US 101	Hurley Waldrip Rd	2.4
Panther Lake Rd	Bear Creek Dewatto Rd	Kitsap Co link	0.5
Pickering Rd	SR 3	Agate Rd	6.3
Purdy Cutoff Rd	US 101	SR 106	2.8
Sand Hill Rd	SR 300	Bear Creek Dewatto Rd	5.8
Satsop Rd	Mason Co line S	Grays Harbor County	0.5
Satsop-Cloquallum Rd	Cloquallum Rd	Mason Co line S	9.3
Shafer Park Rd	Matlock Brady Rd	Satsop Rd	1.5
Shelton Springs Rd	US 101	Island Lake Rd	0.6
Shelton Valley Rd	Shelton-Matlock Rd	Cloquallum Rd	3.8
Shelton-Matlock Rd	US 101	Matlock-Brady Rd	15.3
Skokomish Valley Rd	US 101	Road end	6.2
Spencer Lake Rd	Pickering Rd	Agate Rd	2.8
Tahuya Blacksmith Rd	Belfair Tahuya Rd	Bear Creek Dewatto Rd	8.0
Tahuya River Rd	Belfair Tahuya Rd	Belfair Tahuya Rd	4.0
Tiger Mission Rd	Bear Creek Dewatto Rd	Mason Co line	1.0
Trails Rd	E Mason Lake Dr	SR 106	3.3
Walker Park Rd	Arcadia Rd	Walker Park	0.3
		Total Mason County	312.1
<i>City of Shelton Streets</i>			
5th St - Alder St	Railroad Ave	Olympic Hwy	0.4
Brockdale Rd	13th St	Shelton city limits	1.4
N 13th St	Northcliff Rd	Olympic Hwy	0.9
Olympic Hwy	Alder St	Wallace Kneeland Rd	1.6
Railroad Ave	Shelton Matlock Rd	1st St	0.9
Shelton Matlock Rd	US 101	Railroad Ave	0.7
		Total Shelton	5.9
		Total All Routes	430.9

4.5 Off-Road Vehicle (ORV) Trails

Off-road vehicle (ORV) recreation is a popular activity in Mason County. The county's only designated ORV facilities are located at Tahuya State Forest northwest of Belfair with 208 miles of motorized trails. The total includes a 13-mile loop for full-size four-wheel drive vehicles, while most of the balance is single-track and two-track trails available to all-terrain vehicles (ATVs) or motorcycles (see Figure 4–6). Trails are open to non-motorized use as well, although such use tends to be very light overall, especially on weekends. The Tahuya State Forest was officially designated for ORV use in 1984.

Several trailheads provide access to the area, with the major access point and parking area located off Elfendahl Pass Road, about four miles north of North Shore Road. In addition to an extensive trail system, a horse camp with numerous campsites, corrals, restrooms, paved paths and other amenities is maintained along the Tahuya River. Several other camps exist which are open to motorized use. A camp area at Twin Lakes is designated as a walk-in campground, although motor vehicle access may occur as well.

A recent study of ORV opportunities in the region (published by Jefferson County in early 2007) estimated that 150,000 to 200,000 ORV enthusiasts use the Tahuya State Forest area each year, with much of the use occurring on weekends in fall, early winter and spring. Dry and dusty conditions tend to limit use in the summer. On busier weekends, up to 1,000 motorcycles, 500 ATVs, and 60 to 70 four-wheel drive vehicles have been known to visit the area. Rules are in place to help address safety and environmental concerns and activities are monitored by DNR staff and volunteers. Much of the trail system is maintained by volunteers.

The ORV trail system at Tahuya State Forest represents an important regional facility that serves residents of Mason County as well as populations in the south and central Puget Sound region. Other sites in the greater Puget Sound region that provide opportunities for ORV recreation include:

- Capitol State Forest, Thurston County
- Straddleline ORV Sports Park, Grays Harbor County
- Burnt Hill, Clallam County
- Evans Creek, Pierce County
- Elbe Hills, Pierce County
- Reiter Pit, Snohomish County
- Walker Valley, Skagit County

The 2007 Jefferson County study noted that the current inventory of ORV facilities in the region is inadequate to serve increasing demand. Additional studies are underway to determine the feasibility of developing or expanding ORV opportunities at various sites. A similar feasibility study in Mason County could provide information needed to determine the local demand for ORV

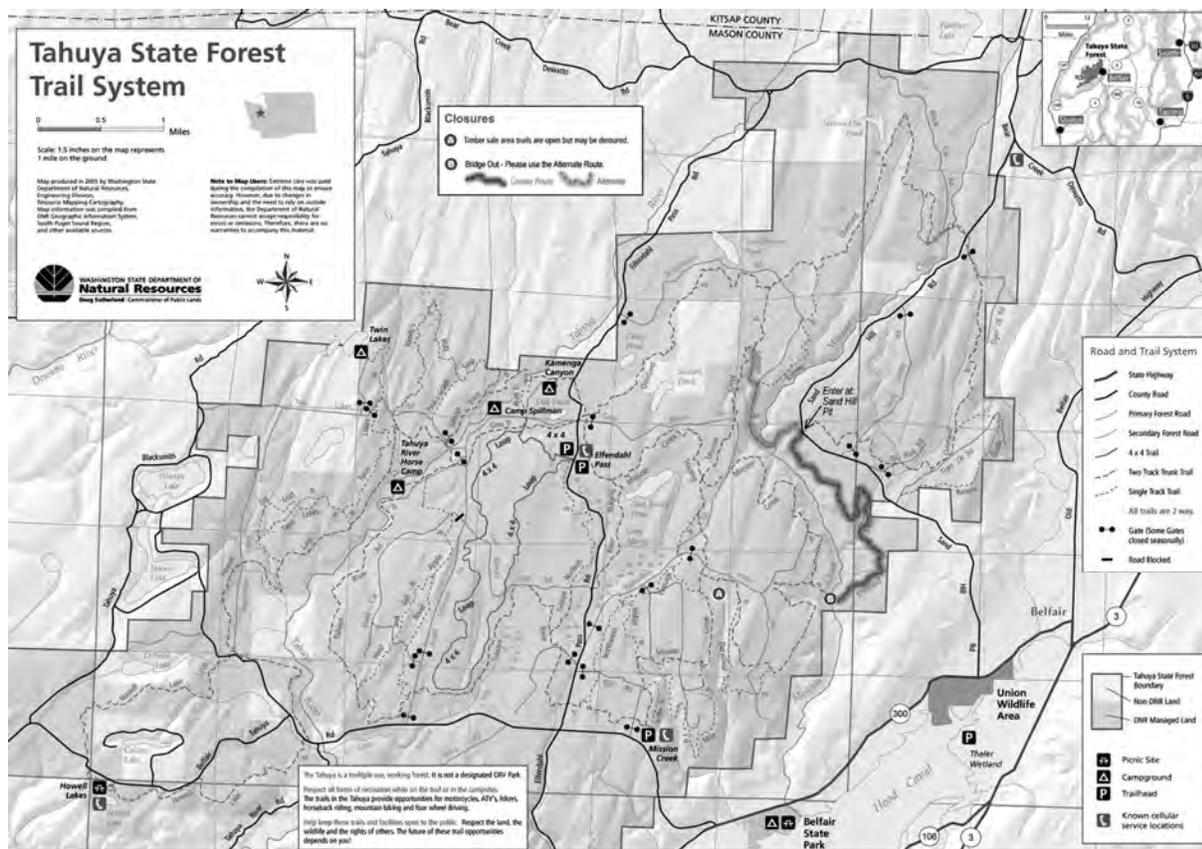


Howell Lake Trail at Tahuya State Forest.

facilities and to identify areas where such use might be appropriate.

While the only official ORV area in the county is at Tahuya State Forest, ORV recreation also occurs informally in many areas of the county on both public and private lands. Landowners and others have expressed concerns with a variety of impacts that can occur as a result of informal or unauthorized ORV use in some areas. User groups have been active in educating riders about safety and responsible riding and have worked successfully with major landowners such as Green Diamond to arrange access to their lands for special events. An area known as the “triangle,” located west of US 101 near the county fairgrounds has received significant use in recent years and riders have indicated an interest in formalizing ORV use in this area, while also seeking regional connections to the Straddleline ORV Sports Park south of the county line. A feasibility study, as mentioned above, could explore these and other opportunities to address the need for facilities and to determine suitable locations for ORV recreation in the future.

**Figure 4-6
Trails at Tahuya State Forest**



4.6 Water Trails

With 231 miles of saltwater shoreline, Mason County is an important regional recreation destination for boaters. Many people travel in kayaks and other small non-motorized craft on the Hood Canal and southern portions of Puget Sound, appreciating the islands, inlets, and slower tidal currents found in the far ends of these bodies of water. As a component of the regional water-trail system, Mason County's marine coast offers outstanding potential to serve both local needs and tourism. Hood Canal provides connections outside the county to Jefferson and Kitsap Counties, while those venturing east from Mason County can make trips through the heart of the southern and middle portions of Puget Sound.

The existing Cascadia Marine Trail (CMT) is a state-recognized water trail for non-motorized boaters that has attained National Recreation Trail status. In Mason County today, the CMT has three designated campsites on Puget Sound and three on Hood Canal:

- Walker County Park – *Hammersley Inlet*
- Hope Island State Park – *Squaxin Passage*
- Jarrell Cove State Park – *Pickering Passage*
- Belfair – *Hood Canal*
- Twanoh – *Hood Canal*
- Potlatch State Park – *Hood Canal*

Roads and private houses line much of the Puget Sound and Hood Canal shores in Mason County with a few primitive areas owned by timber companies. Steep slopes along Hood Canal make landing boats difficult and provide few places where a flat camping or resting area exist. Public access is often close to roads but without parking, making launching spots limited. Parking is also an issue along the waterways of greater Puget Sound, and the lack of overnight parking can be a serious constraint to multi-day boat trips.

CMT campsites, boat ramps, launching areas for hand-carried boats, and other potential access along the county's waterfront are illustrated in Figure 4–7 and summarized in Table 4–13. Abbreviations used in the table are as follows:

- WSPRC = Washing State Parks and Recreation Commission
- WDFW = Washington Department of Fish and Wildlife
- WSDOT = Washington Department of Transportation
- DNR = Washington Department of Natural Resources
- WA = Other or unknown state ownership
- MC = Mason County
- Pt = Port of _____
- USFS = U.S. Forest Service
- Tacoma = Tacoma Power
- HCLT = Hood Canal Land Trust
- DAY = Day parking only
- NIGHT = Overnight parking may be possible
- CMT = Cascadia Marine Trail
- POT = Site has potential for CMT campsite development

**Table 4-13
Water Trails: Sites and Facilities**

Site Name	Land Manager	Boat Ramp	Dock Float	Hand Launch	Parking	Rest room	CMT Campsite	Other Camping
Aldrich Lake	WDFW	N	N	Y	DAY	Y	N	N
Allen Waterfront Park	Port Allyn	Y	Y	Y	DAY	Y	N	N
Arcadia Boat Launch	Squaxin	Y	N	Y	DAY	Y	N	N
Belfair State Park	WSPRC	N	N	Y	NIGHT	Y	Y	Y
Benson Lake	WDFW	Y	N	Y	DAY	Y	N	N
Deveraux Lake	WDFW	Y	N	Y	DAY	Y	N	N
Fair Harbor	Pt Grapeview	Y	Y	Y	NIGHT	Y	N	N
Haven Lake	WDFW	N	N	Y	DAY	N	N	N
Hoodsport Public Dock	Pt Hoodsport	Y	Y	Y	DAY	Y	N	N
Hope Island State Park	WSPRC	N	N	Y	NONE	Y	Y	Y
Howell Lake	WDFW	N	N	Y	DAY	Y	N	N
Island Lake	WDFW	Y	N	Y	DAY	Y	N	N
Jarell Cove State Park	WSPRC	N	Y	Y	NIGHT	Y	Y	Y
Jiggs Lake	MC	N	N	Y	DAY	Y	N	N
Kokanee Lake	WDFW	Y	N	Y	DAY	Y	N	N
Lake Cushman Park	Tacoma	Y	N	Y	NIGHT	Y	N	Y
Lake Isabel WDFW	WDFW	Y	N	Y	DAY	Y	N	N
Lake Limerick	WDFW	Y	N	Y	DAY	Y	N	N
Lake Wooten	WDFW	N	N	Y	DAY	Y	N	N
Lattimers Landing	MC	Y	N	Y	DAY	Y	N	N
Lost Lake	WDFW	Y	N	Y	DAY	Y	N	N
Maggie Lake	WDFW	Y	N	Y	DAY	Y	N	N
Mason Lake CP	MC	Y	N	Y	DAY	Y	N	N
McMicken Is. State Park	WSPRC	N	N	Y	NONE	Y	N	N
Menards Landing CP	MC	N	N	Y	DAY	Y	POT	N
N Fk Skokomish Bridge	USFS	N	N	Y	DAY	N	N	N
Nahwatzel Lake	WDFW	N	N	Y	DAY	Y	N	N
North Bay Beach Access	WDFW	N	N	Y	DAY	N	N	N
North Shore-Port of Allyn	Port Allyn	Y	Y	Y	NIGHT	Y	N	N
Oakland Bay Access	WDFW	N	N	Y	DAY	Y	N	N
Phillips Lake	WDFW	N	N	Y	DAY	Y	N	N
Potlatch State Park	WSPRC	N	N	Y	NIGHT	Y	Y	Y
Robbins Lake	WDFW	N	N	Y	DAY	Y	N	N
Saltwater Park	Tacoma	Y	Y	Y	NIGHT	Y	N	N
Shelton Marina	Pt Shelton	Y	N	Y	DAY	Y	N	N
Shorecrest Co Park	MC	Y	N	Y	DAY	Y	N	N
Skokomish Estuary	Tacoma	N	N	Y	DAY	N	N	N
Skokomish River Access	WDFW	N	N	Y	DAY	Y	N	N
Skokomish River Access	WDFW	N	N	Y	DAY	N	N	N
Spencer Lake	WDFW	Y	N	Y	DAY	Y	N	N
Stretch Point State Park	WSPRC	N	N	Y	NONE	Y	N	N

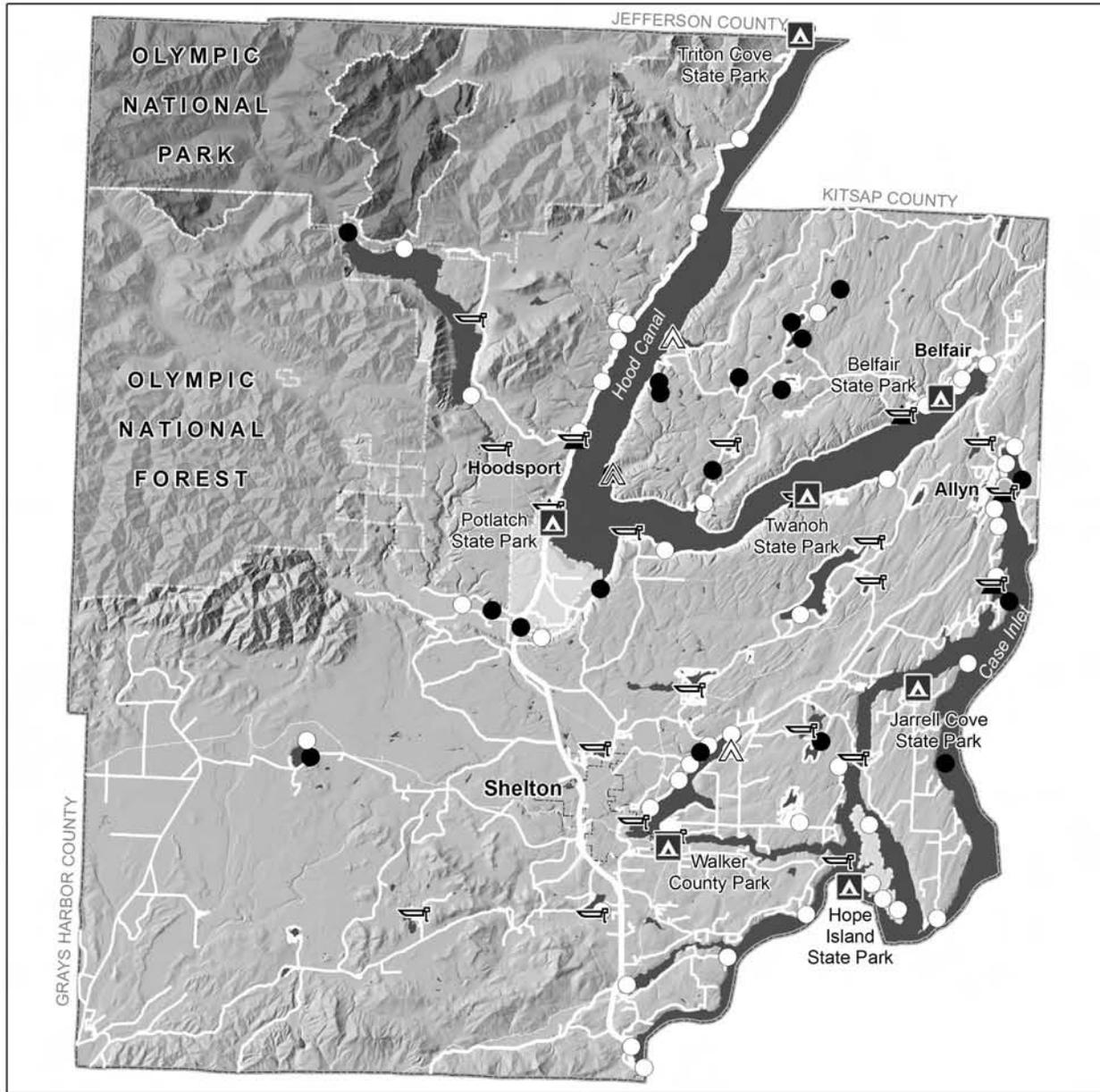
**Table 4–13 (cont.)
Water Trails: Sites and Facilities**

Site Name	Land Manager	Boat Ramp	Dock Float	Hand Launch	Parking	Rest room	CMT Campsite	Other Camping
Tee Lake	WDFW	N	N	Y	DAY	Y	N	N
Triton Cove State Park	WSPRC	Y	Y	Y	DAY	Y	Y	N
Twano State Park E	WSPRC	N	Y	Y	NIGHT	Y	Y	Y
Twano State Park W	WSPRC	Y	Y	Y	NIGHT	Y	N	Y
Twin Lakes	WDFW	N	N	Y	DAY	Y	N	N
Union Boat Launch	MC	Y	N	Y	DAY	Y	N	N
Walker County Park	MC	N	N	Y	DAY	Y	Y	N

A number of undeveloped sites of interest were also identified for their potential to provide visual or physical access to shorelines. Some of these sites could be developed for hand-carried boat launching, viewing areas, beach access, or as waysides for trails and bikeways. Sites include public and quasi-public lands and rights-of-way and are shown on Figure 4–7. They are simply sites of interest, with no further details provided.

**Table 4–14
Potential Water Access Sites (Undeveloped)**

Site Name	Land Manager	Potential	Site Name	Land Manager	Potential
Bourgault Rd	MC	Walk	Nahwatzel Lake access	Green	Walk
Dewatto (CMT)	DNR	CMT camp	North Bay	WDFW	Unknown
Grapeview	WA	Unknown	North Bay	WDFW	Unknown
Grapeview N	WA	Unknown	North Bay Tideland	MC	Unknown
Harstine Is S-DNR	DNR	Unknown	North Hoodspout	WA	View
Harstine Pointe	MC	Unknown	Oakland Bay Co. Park	MC	CMT camp
Hood Canal Land Trust	HCLT	View	Orre Nobles road end	MC	View
Hood Canal NE	WDFW	Unknown	Oyster Bay	WDFW	Walk
Hood Canal NW	WSDOT	View	Oyster Bay Overlook	WDFW	View
Hood Canal S	WDFW	Unknown	Pickering Rd Tidelands	MC	Beach
Hood Canal W	WA	Unknown	Simmons road end	MC	Unknown
Hood Canal W	WSDOT	View	Skokomish River Access	MC	Unknown
Hood Canal-North Shore	WDFW	View	Somers Rd end	MC	Beach
Kamilche Point road end	MC	Beach	Squaxin Island	WSPRC	Unknown
Lake Christine	WDFW	Lake	Squaxin Island NE	DNR	Unknown
Lake Cushman Dam	Tacoma	Unknown	Squaxin Island SW	MC	Unknown
Lake Cushman/Staircase	USFS	View	Squaxin Island W	WA	Unknown
Lake Isabel State Park	WSPRC	Lake	SR 3 Oakland Bay	WSDOT	View
Lilliwaup beach access	WSDOT	Beach	SR 3 Oakland Bay	WSDOT	View
Lilliwaup Bridge	WSDOT	View	SR 3 Oakland Bay	WSDOT	View
Mason Lake S	MC	Lake	Tahuya River	WDFW	View
N end Oakland Bay	WA	Unknown	Timber Lake	MC	Unknown
N shore Oakland Bay	WA	Unknown	Treasure Island	MC	Unknown
			Union River access	WDFW	Walk



● Water Trails: Sites and Facilities

- ☛ Boat Ramp
- ▲ Dock/Float
- Hand Launch
- ▲ CMT Campsite
- △ Potential CMT Campsite
- Other Access Potential

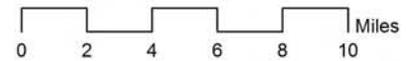


Figure 4-7

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



5. COMMUNITY NEED FOR TRAILS AND BIKEWAYS

5.1 Needs Overview

As suggested by the inventory of existing trails, potential trail corridors, and road systems summarized in Section 4, publicly maintained trails and bikeways are relatively scarce across much of Mason County. Substantial input from the Regional Trails Committee and the general public also indicates that the current inventory of trails, bikeways and water trails in Mason County is inadequate. There is a clear need to enhance safety, improve linkages, and develop new facilities in all areas of the county, especially within the various population centers and in the vicinity of state and county parks. These are major challenges that will likely require considerable resources and many years of effort to resolve. This plan will be an essential tool for addressing these challenges.

Non-motorized Trails

The majority of existing trail miles maintained for non-motorized use is found on federal lands within the Olympic National Forest and Olympic National Park in the northwest part of the county. Relatively few trails exist in the rest of the county. Among the facilities that are available are an excellent trail network at the Theler Wetlands in Belfair, and a handful of short trails located in the Shelton area and at several parks and reserves around the county. Overall, trails tend to be fairly isolated, with very little connectivity within or between communities.

Some trails have been constructed or maintained by volunteers on private forest lands where landowners commonly allow non-motorized recreational use by the public. Gated and decommissioned logging roads on both private forest lands and lands managed by the Washington Department of Natural Resources are also utilized as trails, except while active harvest operations are underway.

Bikeways

Formally designated bike routes along county roads are virtually non-existent, and bicycle-friendly striped shoulders are generally lacking along state highways. However, wide, paved shoulders which are important to safe and efficient cycling can be found along some roads, although shoulder conditions and widths can be highly variable. Cyclists are likely to encounter sections with narrow or non-existent shoulders along most routes. This may be more acceptable on quiet back roads with low traffic volumes and good visibility, but is not desirable for key connecting routes between communities or major destinations. Other than a few paved paths close to schools in Shelton, high-standard multi-use trails suitable for cycling are also absent.

ORV Trails

Designated ORV trails are limited to an extensive and heavily used regional trail system managed for motorized recreation at Tahuya State Forest northwest of Belfair. Informal ORV use occurs in many other areas of the county, generally on state and private forest

lands where such use may not be authorized. Representatives of the ORV community have indicated that additional motorized trails are needed, including regional links to other designated ORV facilities in adjoining counties.

Water Trails

Designated water trails in Mason County are limited to the Cascadia Marine Trail (CMT) which extends across the inland waters of the greater Puget Sound region from Mason County north to the Canadian border. The CMT includes access points and campsites for kayakers along the marine shores of Hood Canal and the South Sound. The lack of overnight parking, suitable launch sites, restrooms, and campsite locations within reasonable intervals along the shore have been identified by the Washington Water Trails Association and others as important needs in Mason County.

Accessible Trails

Accessible trails consistent with the Americans with Disabilities Act are also in short supply in all areas of the county. The paved paths near schools in Shelton and unpaved paths at Theler Wetlands, Goldsborough Creek and within several parks are among the exceptions.

2005 Mason County Comprehensive Plan

The overall need for trails and facilities for recreation and non-motorized travel in Mason County is well established in the county's comprehensive plan through its goals, objectives, and policies which broadly reflect the greater community's concern for ensuring safe and efficient systems for recreation and non-motorized travel. Adopted countywide planning policies (CWPP) include the following:

- CWPP 5.6 - Encourage alternative transportation modes by providing service in growth areas such as bikeways, sidewalks, transit, etc.
- CWPP 3.2 - Encourage retention of open space and development of recreational opportunities.
- CWPP 3.4 - Encourage increased access to publicly owned natural resource lands. Protect existing public access to shorelines and water. Encourage acquisition of lands to provide additional public shoreline and water access.
- CWPP 3.5 - Encourage the development of parks.
- CWPP 4.3 - Sharing of corridors for major utilities, trails and other transportation rights of way is encouraged.

2006 Mason County Comprehensive Parks and Recreation Plan

The November 2006 Mason County Parks and Recreation Comprehensive Plan also helps establish the need for trails and contains the following overall planning goal:

“Develop, renovate, and acquire a system of parks, trails, recreational facilities, and natural areas that are attractive, safe, functional, maintenance friendly, and accessible to all park visitors of Mason County.

A specific goal for trail development states:

“Provide a Mason County multi-use local and regional trail system, which connects county parks to other parks, schools, points of interest and other community or regional trail systems.”

Enhanced water access is also encouraged by the plan.

Community Trails: Connections and Benefits

Through a number of adopted goals and policies, Mason County has maintained a strong interest in addressing the needs of transportation, recreation, public health, safety and economic vitality, all of which can benefit from the development of trails. Both community-based trails, which serve neighborhoods and population centers, and regional trails, which connect communities and regional destinations, all need to be well connected in order to best achieve the goals and policies of this plan (Sections 1 and 3) and the plans described above. Trails are needed to ensure that the public has the opportunity to realize the many benefits that such facilities can bring to the county.

5.2 Level of Service (LOS)

A needs assessment prepared for the 2006 Parks and Recreation Plan also addresses trails in terms of level of service (LOS). In quantifying the need for facilities, it is helpful to correlate the total population of a given area with the number of trail miles available. By applying a standard of so many miles of a certain type of facility for every 1,000 residents, one can match this “demand” against the available “supply” (miles of trails currently available). Any shortfall would represent the “need” for additional facilities.

The 2006 plan recommended LOS standards of 0.47 mile per 1,000 people for regional trails and 0.15 mile per 1,000 people for local trails. The LOS for regional trails was determined by averaging the current LOS for Skagit and Jefferson Counties where natural settings and demographics are somewhat comparable to Mason County. The LOS for local trails was determined locally, based on the existing supply of trails within Mason County parks. Using these standards, a five-year outlook to 2012 with a projected population of 60,720 people suggests that the total demand for regional trails would be 28.5 miles ($0.47 \times 60,720$) plus another 9.1 miles of local trails ($0.15 \times 60,720$). These numbers were rounded down in the 2006 plan to 28 and 9 miles respectively. The estimated 2007 population of 54,600 residents (Washington Office of Financial Management, April 2007) suggests a current demand of 25.7 miles of regional trails and 8.2 miles of local trails.

A 10-year or 20-year projection could also be calculated. For planning purposes, the 2005 Mason County Comprehensive Plan projected a 2025 population of 75,088, an overall increase of about 28.4 percent from 2005 to 2025. Thus the demand for regional and local trails in 2025, based on current trends and standards, could increase to 35.3 and 11.3 miles respectively.

The 2006 Parks and Recreation Plan identified only one mile of local trails and zero miles of regional trails, excluding trails on state and federal lands. This presents a

substantial deficiency that needs to be addressed over the short term if these standards are to be applied effectively. However, it should also be emphasized that these standards are only rough approximations of what might be a reasonable target for the future. Circumstances and community expectations can change over time, and a standard that may seem acceptable in one community may be far from adequate in another. Community values and preferences, levels of participation, diverse settings, population demographics and distribution, public policy, and many other factors can influence residents' perceptions of what constitutes an acceptable level of service.

Current population trends and projections are described in the 2006 Mason County Parks and Recreation Comprehensive Plan and are not repeated here. However, it is worth noting that with a current population of approximately 54,600 people and an area of 961 square miles, population density is about 56.8 persons per square mile. The city of Shelton, the county's only incorporated city, has an estimated 2007 population of 8,895 (OFM). In terms of density, Mason County is something of a transition county located between the much more densely populated areas of the central Puget Sound region and the lesser-populated rural counties of the Olympic Peninsula. Relatively easy access from surrounding counties suggests that trail development, especially regional trails, could experience significant use by visitors as well as county residents.

5.3 Need for Water Access and Water Trails

In terms of water trails, the demand for public water access for fishing, shellfishing, swimming, and beachcombing may grow commensurate with population. A Spring 2007 Northwest Paddlers Survey (Gerald Hodge Associates) found that paddlers are people who tend "strongly toward a higher education level and household income level than other segments of the population." They also support improved public access and related facilities.

The Puget Sound Shoreline Strategy (Trust for Public Land, September 2005) noted that "Consistent availability of public access sites around the sound is key to providing the public with equitable shoreline access. Whether the access points provide people with a place to view the sunset, go fishing, go boating, dig clams, walk the beach, or pull out kayaks, such sites should be reasonably accessible within a community. Although there are over 600 public access sites across the sound, they are unevenly distributed." Mason County has the fewest with fifteen.

Mason County is among the counties "with the least miles of publicly accessible shoreline relative to total shoreline" at 10.6 percent (2002 Puget Sound Update, Puget Sound Water Quality Action Team). Forty percent of the county's saltwater shoreline has been modified with bulkheads, riprap and seawalls that are generally intended to protect homes, roads, and other structures from erosive wave action. Nevertheless, the county's extensive marine shore, despite this limited access, remains an important resource for both local and regional populations.

Eighteen percent of Washington residents engage in non-motorized boating according to the most recent statewide telephone survey done by Clearwater Research for Washington's Recreation and Conservation Office (formerly IAC). The growth of bird-watching and "watchable wildlife" as a activity are helping to spur double digit annual growth in kayaking (Outdoor Recreation Participation Study Executive Summary, Outdoor Industry Foundation, June 2006).

Limited shoreline access in Mason County also limits the number of launch sites that are available, and for those that do exist, many are lacking basic amenities such as restrooms, overnight parking, and information kiosks. Three keys areas of the county are lacking campsites for paddlers, including a long stretch of Hood Canal north of Potlatch State Park, the head of Oakland Bay, and the northern reach of Case Inlet. The Washington Water Trails Association recommends a safe camp pullout every five to eight miles, thus the need for more campsites in these areas has been emphasized.

5.4 State and National Trends

Many current and future residents of Mason County have access to a high quality of life that is often available in smaller cities and towns, in rural communities, and along the county's extensive waterfront. The county's unique setting between the Olympic Mountains and numerous major waterways is attractive to both residents and visitors alike. With that in mind, opportunities for trail-based recreation and non-motorized transportation will remain essential considerations in planning for growth and development within local communities. As explained below, trail-based recreation activities have become increasingly popular in Washington State as well as the nation as a whole.

National Studies

Over the past two decades, many studies and observations of national, state, and regional trends have been published by the Federal Highway Administration and others which suggest that the public's interest in trails and non-motorized transportation remains strong. Nationwide, recent trends in bicycling and walking have increased considerably since 1990.

The National Bicycling and Walking Study Ten-Year Status Report (2004) provides some of the most current information available. According to this report, of all trips made by any travel mode, the number of walking trips increased from 7.2 percent in 1990 to 8.7 percent in 2001. By comparison, trips by bicycle grew from 0.7 percent to 0.8 percent over the same period. These numbers can be misleading, however. In terms of the number of trips made, both modes nearly doubled in a decade. But the number of trips by automobile also increased substantially, which kept the percentage increases in bicycle and pedestrian trips much lower than they might have been otherwise.

Interagency Committee for Outdoor Recreation (IAC) Findings

Statewide estimates of individual participation in outdoor recreation were published in 2002 by the IAC in "An Assessment of Outdoor Recreation in Washington State." Although the IAC (now the Conservation and Recreation Funding Board) and Mason County surveys have been constructed differently and the data and analyses are not directly comparable, participation in these activities by Mason County residents is substantial. Walking and hiking were top-rated activities in a 2006 Mason County survey. Bicycling was also among the higher-rated activities. (For more information on Mason County surveys, see Section 12.2.)

Several notable conclusions from the IAC's statewide study are worth noting here:

- Linear activities such as biking and walking were found to be the most popular of all outdoor recreation activities, including sports.
- Natural settings are especially important to many activities.

- There is growing evidence of declining public health related to inactivity, and a need to address the role of outdoor recreation in helping to reverse this decline.

In 2003, the IAC published "Estimates of Future Participation in Outdoor Recreation in Washington State" which projected that the numbers of people who actively go walking, cycling and paddling were likely to grow at a faster rate than those who go hiking or horseback riding, although the demand for facilities continues to increase as the population increases.

CRFB Planning Requirements for Funding

The Conservation and Recreation Funding Board (CRFB) generally requires some effort be made in terms of a demand and need analysis in order for a proposed project to qualify for grant funding. It is important to have a clear sense of what the community wants and what the priorities are, based on meaningful citizen participation in the planning process. The CRFB also requires that proposed projects be identified in an adopted plan. It is recognized that a less formal, albeit thorough, planning process may be acceptable for smaller communities.

Existing policies, level of service, public surveys, Regional Trails Committee input and extensive field surveys to identify site-specific needs and opportunities all point to a substantial need for new trails, bikeways, and water trails in Mason County. Consultations with agency staff, trail users, interested organizations, and others also pointed to the general lack of trails and related facilities in the county. The recommendations in Section 8 are intended to help address these deficiencies.



Beyond Hood Canal, Mount Rainier is plainly visible from Jefferson Ridge in the Olympic National Forest.

6. KEY ISSUES AND OPPORTUNITIES

A number of key issues and opportunities were identified during the development of this plan, including many that have relevance to the county as a whole, and others that are more specific to a particular site or area. For example, public safety is an important concern for all on and off-street facilities, while providing for safe and efficient bicycle or pedestrian travel from Shelton to the Mason County Recreation Area, or from Belfair to Belfair State Park, would be important planning challenges for those specific areas.

This section begins with an overview of key issues and opportunities relevant to the entire county. These and other more site-specific concerns are addressed in the plan's recommendations in Section 8.

6.1 Regional Connections

The Vision Statement for this plan (p. 8) emphasizes trails and bikeway systems "linking communities, neighborhoods, parks, points of interest, schools and other public facilities throughout Mason County, while also providing links to regional trail systems." Key corridors where the public has expressed strong interest in regional trail connections include Shelton to Belfair, Belfair to Allyn, Hoodsport to Lake Cushman, Shelton to Hoodsport, and Shelton to the Olympic National Forest by way of Goldsborough and Vance Creeks. These and other potential links are described in Section 4.

On-street facilities can often be upgraded or extended to serve this purpose. However, establishing local and regional off-street connections (trails) can present a more serious challenge, due to the general lack of public right-of-way outside of the existing road network. A few large public land ownerships, such as state and local parks, conservation areas, and school grounds can (and do) help facilitate key links in some areas, while limited undeveloped road right-of-way, public or quasi-public utility and railroad corridors, and public easements or other access granted by private property owners can help provide other critical links. Trails near schools can increase appreciation of trails during childhood and generate life-long benefits. In developing urban and suburban areas, community trails are highly valued, and local jurisdictions may be able to negotiate trail connections or other public access in conjunction with the review and approval of major development projects.

In some cases, off-street facilities (typically pedestrian sidepaths) can run parallel to existing public roads where adequate right-of-way width and other conditions are conducive to trail development. Good examples of this are found on the north side of Shelton where paved paths parallel the roadways connecting schools to adjacent neighborhoods. Side paths intended to accommodate bicycles generally need to be at least eight feet in width, with either a landscaped separation from the roadway or a physical safety barrier of some kind. Many rural roads do not have sufficient right-of-way width for such a side path. Topography, drainage, utilities and private driveways can all create impediments to locating parallel multi-use paths along these roads. Pedestrian-only paths are often much more feasible since they can be considerably narrower, more easily avoid obstructions, and follow natural topography. Some can also be designed for strollers and wheelchair access, while bicycles remain on the roadway or road shoulder.

Side paths along busier roads and highways might offer affordable and functionally important links in a larger system, but are not always well suited to recreational use since they may not satisfy the public's desire for an attractive walkable environment. Yet they may be a safer alternative than simply walking along the edge of the roadway. Where extra right-of-way width is available, such as along portions of SR 3, side paths can sometimes be located well back from the roadway and be developed to a higher standard that can also accommodate cyclists and/or equestrians, although traffic noise may still deter some users.

Given these constraints, if substantial regional connections are to be established, as recommended by this plan, then outright purchase of land or easements in some locations will likely be necessary. This will require a dedicated effort toward identifying prospective corridors and supportive landowners. Local trail advocates and affinity groups can be critical partners in meeting this challenge.

6.2 Public Safety

One of the more obvious issues of concern to all trail users is personal safety. Along on-street routes, safety concerns often relate to traffic speeds and volumes (including truck traffic), visibility, paved shoulder width, maintenance issues, and street, driveway or trail intersections. In fact, research has shown that the majority of collisions between cars and bicyclists occur at intersections. Countless factors, such as the condition of facilities, weather, the experience and behavior of motorists and trail users, signing, equipment failures, and the like can contribute to safety concerns, and most of these are addressed in established standards and guidelines for the design and development of on and off-street facilities.

Public education efforts geared to motorists, child and adult cyclists, and other trail users can also enhance safety. Such efforts are often community-based and coordinated between public agencies, schools, user groups, and nonprofit organizations. Many successful models for these kinds of programs have been developed in bicycle and pedestrian-friendly communities around the country, as noted in Section 11 of this plan.

6.3 User Conflicts

In some locations, the competing needs and desires among the various trail user groups create both real and perceived conflicts that may seem difficult to reconcile. Hikers enjoying a quiet walk in nature may be discouraged by a careless mountain biker speeding downhill around a blind corner. Mountain bikers, a group that has been very active in developing new trail opportunities in Western Washington in recent years, may feel that hikers want to limit their access to trails they may have personally helped build. Equestrians may feel that certain trails are closed to their enjoyment unnecessarily due to concerns about the trail damage horses can cause. Some users may assume that horses or bikes are the source of trail rutting, mud holes, or other damage when the true culprit may be poor trail design, clogged drainage, inappropriate surface treatments, or a lack of maintenance. Some of these concerns can apply to ORV use as well, and trails intended to be open to such use should be built and maintained to an appropriate standard.

Many apparent conflicts can be addressed through appropriate design and maintenance. Trails that are well designed and constructed for heavier use by bicycles or stock are

much more likely to hold up well to the impacts of these users, thereby enhancing the trail experience for everyone. Nevertheless, environmental sensitivities, rugged terrain, unique opportunities for particular user groups or other site-specific circumstances may justify limiting certain trails to one or more user groups. Safety concerns, potential hazards, or a desired user experience might also warrant some restriction on use. A boardwalk trail or a trail to a wildlife viewing blind, for example, might best be limited to hiker or wheelchair access only.

User conflicts that can be more readily resolved through design and construction techniques are generally addressed in that manner, often without imposing restrictions. Rules can also be posted at trailhead kiosks; with more aggressive enforcement measures taken if significant problems develop. Where restrictions are warranted, it may be possible to designate separate routes for the various user groups so that everyone can enjoy what a particular area has to offer. Experience elsewhere has demonstrated that the various user groups can and frequently do work together successfully to resolve most problems.

6.4 Trail-Related Facilities

A well functioning trail system requires adequate provision of supporting facilities such as trailheads, street crossings (above, below, and at-grade), informational, directional, and regulatory signing, lighting (where appropriate), sanitary facilities, viewing areas and interpretive sites, beach access, picnicking and camping areas, ADA-accessible design, bicycle parking, hitching posts (for equestrians), small boat put-ins (for water trails), and other user amenities. While many trails may require only a small parking area and a few signs, more substantial improvements, including a larger parking area, restrooms, information kiosk, interpretation, landscaping or other amenities would be appropriate along major routes and at regional trailheads serving a larger number of users. In shoreline areas, Mason County's extensive shellfish resources call for adequate restroom/sanitary facilities to protect public health.

6.5 Public Transit

High-quality public transit services are available in most of Mason County and represent a significant opportunity for cyclists and pedestrians to extend their reach, particularly between Shelton, Belfair, Brannon, Kamilche and Olympia. All busses are equipped with bike racks and are well linked to the regional transportation system, including other public transit systems in surrounding counties. As a result, cyclists and pedestrians currently enjoy excellent opportunities to travel to, from, and within Mason County at minimal cost.

Since most travel trips by bike or on foot tend to occur in and around urban areas, public transit can play an important role in transporting cyclists and pedestrians from the outlying areas into the city, helping to reduce the impacts of our predominantly car-based transportation system. Transit can also serve as important links where major gaps are present in trail or bikeway systems. New and expanded facilities, such as trailheads and transit stops, can be closely coordinated to further integrate these complementary travel modes.

6.6 Private Forest Lands

As a major industry in the region, commercial forestry occurs over a substantial portion of Mason County. In addition to extensive public forest lands managed by the Washington Department of Natural Resources and U.S. Forest Service, numerous private landowners in the county also manage their lands for timber production. By far, the largest of these companies is Green Diamond Resource Company based in Shelton.

Green Diamond currently maintains a policy of accommodating non-motorized recreational use on much of its land, including hiking, bicycling and horseback riding, although some areas may be closed to public access while forestry operations are underway. Trail volunteers have received approval in some areas to develop and maintain trails, subject to closure if problems develop or should other management needs take precedence. Such trails do not include developed trailheads or other related facilities, and some tend to be of interest mainly to the groups that build them. Occasional motorized use during special events has also been accommodated, although these lands are otherwise restricted to non-motorized use. Large areas are open to the public during hunting season, a time when trail users obviously need to be especially cautious or avoid these lands altogether.

Several key corridors identified in this plan as having strong potential for trail development cross Green Diamond properties or other private timber lands. More formal trail development would be desirable for these corridors, together with developed trailheads, sanitary facilities, signing, and related features, unless such facilities can be developed on nearby public lands. However, trail development on private timber land



This historic steel bridge over Vance Creek once supported a logging railroad and may be well suited to conversion to a multi-use trail. The area is owned by Green Diamond Resource Company.

may or may not be feasible, depending on specific circumstances for a given area. A process of study and negotiation would need to take place to determine whether public trail development would be compatible with other land management objectives and whether the location and design of such trails are otherwise acceptable to the landowner. Public safety and environmental concerns would also need to be addressed. Green Diamond has indicated a willingness to consider new trails in certain areas, such as some riparian zones where little or no logging activity is expected to occur. The company appreciates the large footprint it represents in Mason County and has maintained a willingness to consider potential trail improvements that benefit the larger community if the concerns noted above can be satisfied. Potential trails that would cross Green Diamond or other private forest land are described more fully in Section 8.

6.7 Utility and Railroad Corridors

Regional trails depend on linear corridors which can be difficult or impossible to secure where multiple property ownerships are present. In some areas, road shoulders can provide critical links in an off-street trail system. If substantial undeveloped right-of-way is available, trails can sometimes be located parallel to roads and highways which may be of particular benefit to bicycle commuters.

Utility and railroad corridors can also provide important linear connections that, depending on the circumstances, may be attractive for regional trails, especially where no suitable alternative can be identified.

Transmission Lines

In Mason County, major utility corridors include the BPA transmission lines from the southeastern county line north to Shelton and northeasterly past the Mason County Recreation Area toward Belfair and Kitsap County. The BPA lines south of Shelton were scheduled for replacement in late 2007. Another BPA line continues from near Shelton northward above the west side of Hood Canal to Jefferson County. Tacoma Power maintains a major transmission line from the powerhouse near Potlatch that serves the Lake Cushman Dam. The line runs south along U.S. 101 to the Skokomish River estuary then bends east and northeast to Allyn and Pierce County. Service roads in varying conditions parallel these lines over much of their distance, portions of which are informally used as trails by virtually all user groups.

While transmission line corridors may not be ideal in terms of routing, aesthetics, and the presence of electromagnetic fields (EMF), their locations in Mason County could help provide important regional connections between Shelton and communities to the north, east and south. Since the lines tend to follow straight lines, topography beneath the lines can be highly variable and may require trail users to cope with significant elevation gains and losses. However, only minor improvements would be needed in most areas to make these corridors suitable for trails. A few water crossings may require bridges, and bypasses may be necessary to get around various obstacles or to improve safety at street crossings.

Railroad Corridors

Active and abandoned rail corridors in Mason County also have strong potential to help serve the regional trail system. The Puget Sound and Pacific Railroad operates a line from near Centralia to Elma, Grays Harbor, Shelton, Bremerton and Bangor. From

Shelton to Bangor, the line ships freight to U.S. Navy facilities. Trains are infrequent and travel at relatively low speeds.

A second active line connects Simpson's Mill Five to Shelton and is normally utilized on a daily basis, although trains are once again infrequent and travel at low speeds. The tracks follow Goldsborough Creek out of Shelton to the mill. Beyond, lines once continued to Matlock and a nearby junction, with the left fork heading west toward the coast (and other rail lines), and the right fork leading north to Vance Creek and Camp Govey.

Both railroad rights-of-way are typically 100 feet in width or more which would allow considerable room for parallel paths if such access could be negotiated with the owners of these corridors. Shared rail corridors have successfully served a number of regional trails in Washington and other states, including a portion of the Foothills Trail in Pierce County which shares the right-of-way with an active rail line.

Critical links in the regional trail system could be made by way of either the transmission lines or the railroad corridors or both (as discussed in Section 8). The rail corridor from Shelton to Belfair has the advantage of very low grades, generally under two percent, as compared to the Tacoma Power corridor which traverses much hilly terrain. As with any potential trail corridor crossing private lands, extensive negotiations would be necessary to address access, public safety, environmental concerns, and management concerns of the landowner.

6.8 Off-Road Vehicle (ORV) Trails

Off-road vehicle recreation is a popular activity in Mason County and many users have indicated that current opportunities for such use are inadequate. While this Regional Trails Plan is primarily focused on non-motorized trails, it is recognized that some trails may be managed or developed for shared use by both groups. Such shared-use trails are identified and discussed in the recommendations in Section 8.

To more fully address the needs of motorized users, Mason County could carry out a focused planning and feasibility study similar that which was completed for Jefferson County in early 2007. That study looked at ORV activity regionally and included participation from many users and public land managers. The study concluded that ORV participation will likely continue to increase in coming years, consistent with national trends, and that new sites and facilities were needed to address this increasing demand. A number of potential sites were identified and a strategy for implementation was developed.

A similar and possibly more streamlined effort could help identify future ORV opportunities for Mason County that could help to reduce impacts on other trail users, the environment, and communities, particularly where informal ORV use has been problematic for certain neighborhoods and property owners. Such a feasibility effort should consider both destination ORV areas or parks, as well as potential regional connections between facilities.

6.9 Water Trails

The Cascadia Marine Trail (CMT) system extends across the bays, channels, and straits of the greater Puget Sound region and includes more than fifty campsites accessible to canoe and kayak paddlers. In Mason County, there are a number of potential launch sites and four established campsites, including:

- Potlatch State Park
- Jarrell Cove Marine State Park
- Hope Island Marine State Park
- Walker County Park

While the CMT is designed to serve the entire region, there is potential for a distinct Mason County marine trail system as well. With frontage on many bays and channels of the South Puget Sound region as well as Hood Canal, there is interest in also establishing a portage route (or trail) between Allyn and Belfair which paddlers could utilize to connect these two major waterways. Such a portage route could be as little as three miles in length and could provide a unique and attractive opportunity for paddlers residing in or visiting the region. Historic interpretation of a canal proposed in the early 1900s, akin to the Panama Canal, would be possible here as well.

More generally, kayakers have indicated a significant shortage of overnight parking facilities at many launch sites. Also noted are several locations where campsites along the marine coast are spaced at relatively long intervals, particularly along Hood Canal. This makes overnight paddling trips much more challenging than is normally desired by average paddlers. Development of two or three new kayak campsites at strategic locations, as well as a few additional launch sites and "safe harbors" (for emergency use) could resolve this deficiency.

The length, complexity, and natural character of Mason County shorelines offer extraordinary opportunities for paddling which could be realized with only a modest investment in new facilities. Since watercraft are hand-launched, often from the beach, and campsites are small and few in number, the need for infrastructure is minimized. At some sites, all that may be required are a soft-surface tent pad and a simple marker identifying the site as a water-trail campsite, or a portable or vault toilet, a short path, picnic table or grill. Existing waterfront parks and boat launches are often suitable for launching. New launch sites may need to provide a small parking area as well.

At many places, facilities such as toilets, parking, and viewing areas, will serve both boaters and non-boaters alike.

6.10 Beach Access

Access to the shorelines of Mason County is highly valued by the public, although public waterfront and tidelands are limited. Where tidelands or shorelines are publicly owned, access may be difficult. This results partly from the fact that over much of the twentieth century, the more accessible, low-lying beaches were sold off by the state for private use and development, a practice that was banned in 1970 due to the growing impacts on access. Only about ten percent of Mason County's marine shore remains in public ownership.

Public access opportunities exist in the form of overlooks, boat launches, waterfront parks and trails, and simpler forms of access that may include only a short path or stairs and perhaps a small parking area, with or without a restroom. Access opportunities are much more limited on developed shorelines. Enhanced beach access would benefit the public in many ways, especially if improvements are made adjacent to walkable beaches. Environmentally sensitive areas, such as seasonal wildlife nesting and feeding areas, may need to be protected, and limited signing may be helpful in a few locations to discourage intrusions on private property. Important safety issues should be considered in the design and development of improvements. Site design should take into account the higher tides, storm tides, unstable bluffs (especially in the wet season or during stormy weather) and other factors that may influence public enjoyment of these areas.

Given the unique access opportunities that are available in Mason County, improved beach access can be a cost-effective means of providing significant recreation benefits.

6.11 Private Property and Vandalism

Some property owners who reside adjacent to proposed new trails may express concerns relating to possible trespass, littering, vandalism, theft, or similar impacts that could potentially result from trail development. While care should be taken in locating, designing, and constructing trails and trailheads in order to minimize these kinds of risks, the experience of many communities around the country shows that such problems are very uncommon overall. Numerous studies have been conducted over the past two decades precisely to assess the risk of these kinds of impacts on adjoining property owners. The findings consistently show that, in the vast majority of instances, well planned and properly located trails do not introduce a significant risk of these kinds of impacts. Furthermore, where informal, user-built trails are "formalized," that is, improved to an appropriate standard and regularly maintained, such facilities tend to become self-policing whereby the presence of responsible trail users tends to discourage others from creating problems.

Where a public trail across private property is desired or planned, easements or acquisitions are typically negotiated on a "friendly seller" basis. In many instances, landowners will recognize a proposed trail as a valuable amenity for their family, their neighbors, or their community, and may be willing to donate land or easements to accommodate its development. In recent years, developers have begun to realize that trails add tangible value to their development projects and they may be more than willing to cooperate with local government to include them in their plans as well-maintained trails can enhance property values and provide other economic benefits.

Public access to trails is sometimes provided by institutional landowners and others, such as two miles of trails known as the Huff-and-Puff Trail on school property in Shelton. Another example is Theler Wetlands in Belfair where several miles of trails are available to the public. In some cases, open space tax status and conservation easements may also provide for public access to trails and waterfront areas. Also, nonbinding "handshake agreements" have occurred in some communities, where a local trails group obtains landowner approval to build a new trail (and maintain it), while the landowner retains the right to close the trail at any time if problems occur or persist. Such agreements can be verbal, but more often take the form of a friendly letter signed by both parties which clarifies expectations, including any improvements to be made,

maintenance responsibilities, restrictions on use, the term of the agreement, and how to address any problems that might arise. In any event, new trails in Mason County should not encroach onto private property without the owner's consent. Furthermore, the county is not likely to expend limited trail-building resources unless it owns the property or a permanent easement has been negotiated with the owner.

6.12 Environmentally Sensitive and Critical Areas

Because trails are often located in parks, open space, and natural areas, protection of the environment, including critical areas, can be one of the most important considerations in developing new facilities. Broad community concern for the environment is well stated in the county's Comprehensive Plan, which envisions a future where the county will "conserve an open space network that will include wildlife habitat and corridors, greenways, estuaries, parks, trails and campgrounds" and otherwise "preserve the county's environment and rural character."

Mason county development regulations also include measures to protect critical areas, including geologically hazardous areas, frequently flooded areas, critical aquifer recharge areas, wetlands, shellfish beds, and fish and wildlife habitat conservation areas. Any development, including trails, that is proposed within or adjacent to a critical area must comply with the regulations. A project that does not meet the requirements or can not be adequately mitigated may be denied permits. Trails are not necessarily prohibited within critical areas. For example, an interpretive boardwalk along a wetland may be acceptable if the design and use are appropriate for the area, impacts are minimal, and mitigation is acceptable.

Mason County has abundant public and private shellfish resources and commercial shellfish beds. Extra care must be taken to protect public health when locating trails near shellfish beds by providing adequate restrooms and sanitary facilities.

Environmentally sensitive areas also exist which may not be formally designated as critical areas, such as rare or uncommon plant communities, or seasonal nesting or feeding areas for birds. Trail development in these areas should also be located and designed to avoid impacts. Some sensitive areas can be especially attractive for new trails and trailheads since they can provide opportunities for interpretation and education, as well as scenic views of natural landscapes. Wildlife observation is also enjoyed by many trail users.

Potential impacts need to be carefully considered and evaluated at the early stages of locating and designing trails in order to avoid impacts to wildlife, rare plant communities, wetlands, streams, unstable slopes or other environmental features. Some areas may need to be avoided completely because of unacceptable risk of environmental impacts that trail construction, maintenance, and use may cause.

6.13 Low-Impact Development

In January 2005, the Puget Sound Action Team published "Low-Impact Development: Technical Guidance Manual for Puget Sound." The manual provides stormwater and site-design professionals with tools and strategies that emphasize "conservation and use of existing natural site features integrated with distributed, small-scale stormwater

controls to more closely mimic natural hydrologic patterns in residential, commercial, and industrial settings.”

The concepts can be applied to virtually any development project. The location, design and construction of new trails and trailheads should always consider low-impact design, which can be accomplished by consulting this manual and by incorporating appropriate construction techniques that have been developed by trail designers and builders to address this challenge. In addition to minimizing impacts, restoration of disturbed sites should be considered in conjunction with trail development.

6.14 Public Health and Fitness

The public health benefits of trails and bikeways have been widely recognized in recent years, and many communities are taking steps to enhance walkability, provide safe routes to schools for kids, develop jogging and fitness trails, and otherwise enhance opportunities for people to at least make shorter trips by bike or on foot, rather than always relying on automobiles. Inactivity and obesity are linked to heart disease, diabetes, high blood pressure, breathing problems, depression and anxiety, and new trails and bikeways can provide enjoyable and effective ways for people to move toward more active lifestyles and improved health and fitness. In turn, communities can benefit directly through reduced public health costs and enhanced quality of life for their citizens.

6.15 Economic Benefits of Trails and Bikeways

New trails and bikeways provide a range of economic benefits to local businesses catering to the needs of recreation and tourism, from restaurants and lodging to clothing, equipment and sporting goods sales and other services. Outdoor recreation is the U.S. has grown to a \$730 billion dollar industry in 2007. Trails remain one of the more popular and affordable recreation facilities that communities can provide for their citizens and many grant programs are available to assist with development costs. Also, private developers are commonly including trails and open space in their developments in order to make their properties more attractive to buyers. Several important studies have found that property values tend to increase somewhat in the vicinity of new parks and trails. (For more information, see Appendix A.) With careful planning, trails and bikeways could bring similar benefits to Mason County.



A path leads to the boat dock at Jarrell's Cove State Park on Harstine Island.

7. FACILITY DESIGN: STANDARDS AND GUIDELINES

A variety of design standards and guidelines for trails and bikeways have been developed over the years by a number of agencies and institutions that are involved in the design, construction, and maintenance of such facilities. Typically, a clear distinction is made between on-street and off-street systems and separate standards and guidelines are normally applied to each. “Standards” often imply fixed limits that may be required for a particular design element, such as the minimum width of a designated bikelane, while “guidelines” tend to be much more flexible, allowing design elements to be tailored to specific circumstances. Difficult topography, for example, might require a section of equestrian trail to be narrower or steeper than preferred, but still be reasonably safe and functional.

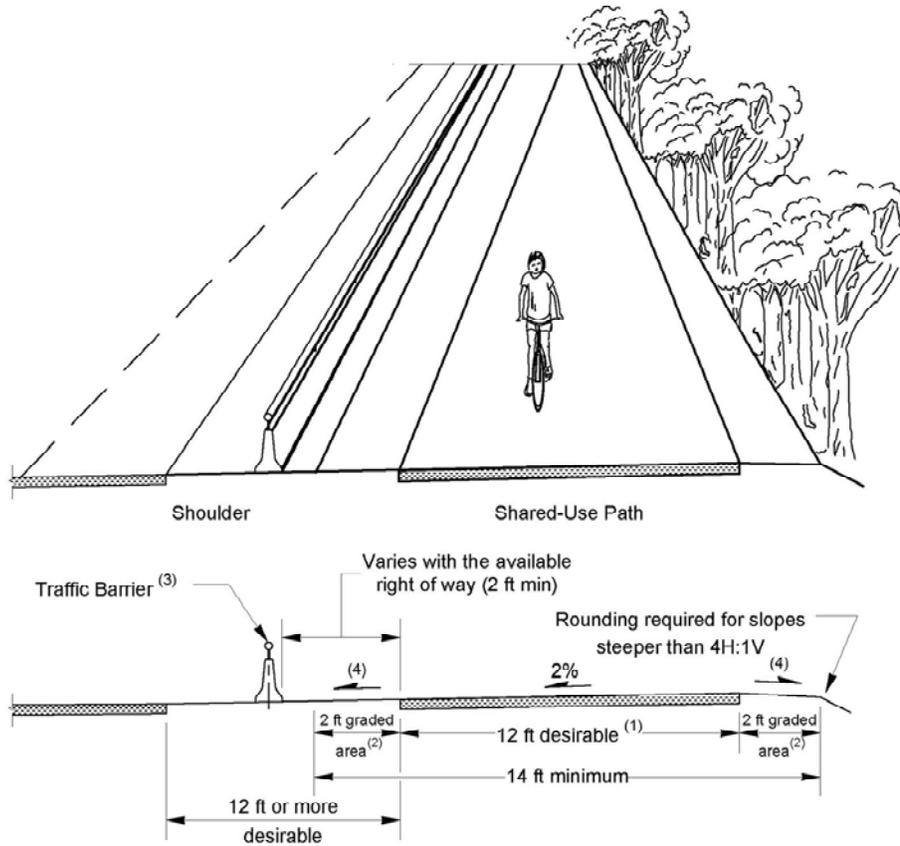
Primary sources of design standards and guidelines are noted below, along with design options and tabular information for the various trail types, followed by a brief discussion of ADA-accessible trails. Standards and guidelines for ORV trails are available through various trail publications of the U.S. Forest Service, including the Forest Service Trails Handbook, and the National Off-Highway Vehicle Conservation Council’s *Management Guidelines for OHV Recreation* (2006). The Minnesota Department of Natural Resources also published in 2007 a comprehensive award-winning guide to both motorized and non-motorized trails entitled *Trail Planning, Design and Development Guidelines*.

Design issues related to water trails are addressed through normal architectural and engineering design of support facilities, such as parking areas, restrooms, docks and floats, or other structures.

7.1 On-Street Facilities

Design standards and guidelines are well developed for on-street facilities and are routinely used by Mason County Public Works staff in the design, construction, and maintenance of county roads. In addition to standard guides and manuals for road development, two important and well illustrated technical sources are available for the design of bicycle and pedestrian facilities from the Washington Department of Transportation. The Design Guide to Bicycling Facilities and the Design Guide to Pedestrian Facilities are both available online at the agency’s website (www.wsdot.wa.gov/bike). Several cross-sections for typical on-street improvements are included at the end of this section. A nationally recognized source containing similar information is the AASHTO Guide for the Development of Bicycle Facilities. Other valuable resources pertaining to non-motorized transportation development are available through the Federal Highway Administration’s pedestrian and bicycling website (www.safety.fhwa.dot.gov/ped_bike). For convenience, several cross-sections for typical on-street improvements are included in Figures 7–1 and 7–2 on the next two pages. Figure 7–1 is an example using a hard separation or physical barrier between the roadway and the path. An attractive alternative (where sufficient right-of-way exists) is a softer separation that incorporates a landscape strip between the road shoulder and path. Width of the landscape strip is typically six feet or more, but depends on site-specific conditions, the clear zone requirements for a particular roadway, and whether curbs and railings are part of the design.

Figure 7-1, Typical Multi-use Path (WSDOT)

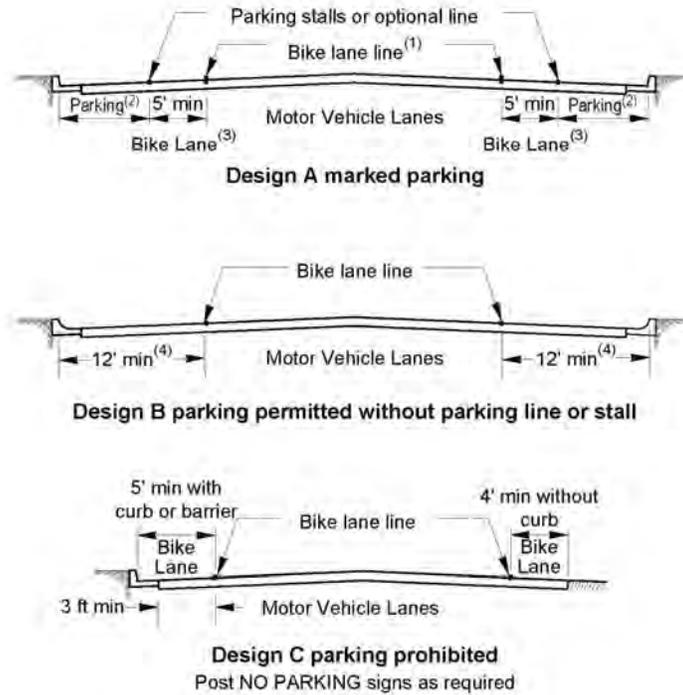
**Notes:**

- (1) For further discussion on bicycle path widths, see 1020.06(1).
- (2) Where the paved width is wider than 10 feet, the graded area may be reduced accordingly.
- (3) For selecting barriers between bicycle path and shoulder, and for determining the need for fencing on limited access roadways, see 1020.06(6).
- (4) Not steeper than 6H:1V.

Two-Way Shared-Use Path (Adjacent to Roadway)

Figure 1020-11b

Figure 7–2, Typical Bikelane Cross-sections (WSDOT)



Notes:

- (1) The optional line between the bike lane and the parking lane might be advisable where stalls are unnecessary (because parking is light), but there is concern that motorists might misconstrue the bike lane to be a traffic lane. (See the MUTCD and the Standard Plans for pavement marking requirements.)
- (2) For parking lane width, see Chapter 440. Consider a combined bike lane/parking lane width of 15 feet to reduce the risk of bicycle/car door collisions.
- (3) 6 feet is the minimum width when parking lane is less than 10 feet.
- (4) 13–14 feet is recommended where there is substantial parking or the turnover of parked cars is high. Consider a width of 15 feet to reduce the risk of bicycle/car door collisions.

Typical Bike Lane Cross Sections
Figure 1020-18

7.2 Off-Street Facilities

Design guidelines for off-street trails are less uniformly developed overall and tend to vary among federal, state, and regional entities responsible for trail development. Major sources that are particularly relevant to the development of trails in Mason County include the U.S. Forest Service, Washington State Parks, the Washington Department of Transportation, and others. High-standard trails, such as wide, paved or unpaved rail-trails, are often designed to be consistent with transportation-based guidelines for bicycle and pedestrian facilities. Forest Service guidelines are widely utilized for trails built to a “wildland” standard in a more primitive setting which is often preferred by trail users in more remote and less developed settings. Based on these and other sources, general guidelines addressing a range of facility types are suggested on the following pages to assist with the design of off-street trails in Mason County.

7.3 Trail Design Options

Mason County trails have been divided into three basic categories: high-standard, medium-standard, and wildland-standard trails. The WSDOT design guides to bicycle and pedestrian facilities mentioned above are prime sources for high-standard trails and should generally be adhered to where a wide and well engineered multi-use trail is the desired facility. These trails are often ADA-accessible and may be paved or unpaved with a smooth, compacted surface. Minimum width is generally eight feet, with greater widths up to fourteen feet for higher-volume multi-use trails in urban environments.

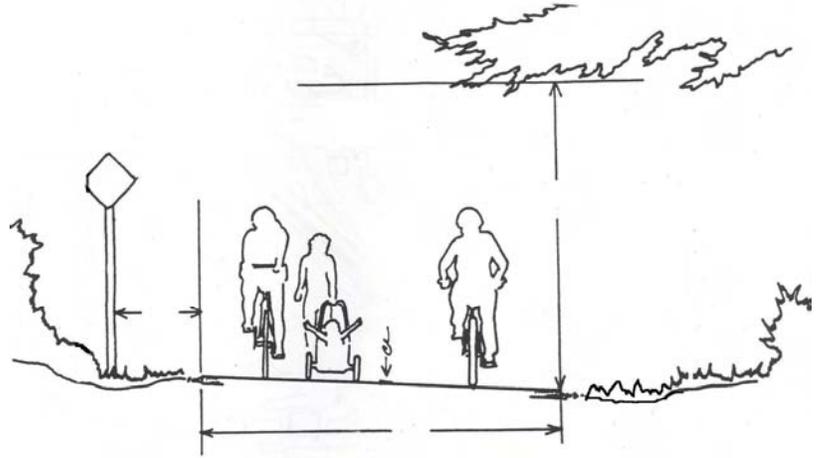
The design of medium-standard trails can vary somewhat, depending on their intended purpose and expected use. Some are designed comparable to a high-standard trail, but with a much narrower tread, typically between three and six feet. These trails can also vary in terms of surface treatments, with potentially steeper grades that may or may not be ADA-accessible. Medium-standard trails can be designed to accommodate hikers, mountain bikers, and/or equestrians, as needed. Common standards for these trails are provided in Table 7–1.

Typical cross-sections for high-, medium-, and wildland-standard trails are provided in Figure 7–3, followed by tables that indicate some of the more commonly accepted dimensions for medium and wildland-standard trails.

Figure 7–3, Typical Trail Cross-Sections

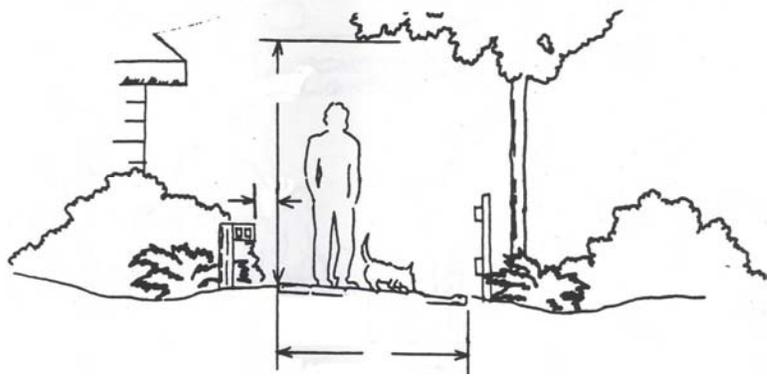
**High-Standard
Multiuse Trail**

See WSDOT/AASHTO guides
for widths and dimensions.



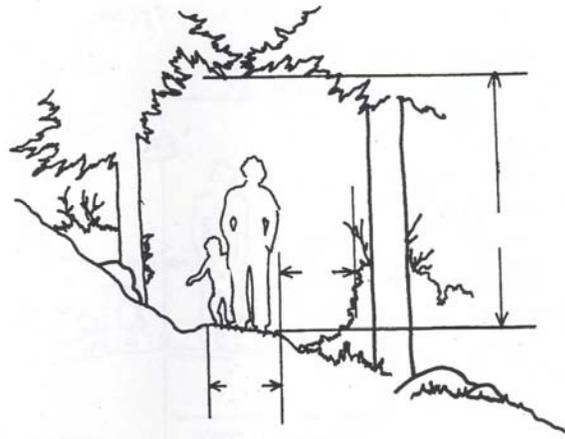
Medium-Standard Trail

Dimensions vary, see Table 7-1
for widths and dimensions.



Wildland Trail

Dimensions vary, see Table 7-2
for widths and dimensions.



**Table 7-1
Guidelines for Medium-Standard Trails**

	Max. Sustained Grade	Max Short Grade	For Max Distance of	Min. Clearing Width	Min. Clearing Height	Min. Tread Width	T Tread Surface
Easy	5%	10%	50'	10'	10'	5' - 6'	Gravel or Asphalt
Moderate	8%	14%	50'	10'	10'	3' - 6'	Gravel or Asphalt
Difficult	8%	14%	200'	8'	8'	3' - 6'	Gravel, Asphalt, Steps, Stairs OK

Wildland Trail standards can vary considerably in their design and are usually broken down by the targeted user group, and then blended together when more than one user type is expected on the trail. Following are the recommended standards for hiker, equestrian, and mountain bike trails that are generally accepted within a wildland setting.

**Table 7-2
Guidelines for Hiker, Equestrian and Mountain Bike Trails**

	Max. Sustained Grade	Max. Short Grade	For Max. Distance of	Min. Clearing Width	Min. Clearing Height	Min. Tread Width	Tread Surface
Hiker							
Easy	8%	15%	100'	8'	10'	24"	Develop for stability
Moderate	12%	20%	200'	6'	8'	24"	Minor obstacles, Steps and stairs ok
Difficult	20%	25%	100'	6'	8'	18"	Negotiable obstacles, Steps and Stair ok
Equestrian							
Easy	8%	15%	200'	8'	10'	24"	Develop for stability
Moderate	12%	20%	200'	6'	8'	24"	Minor obstacles
Difficult	15%	25%	100'	6'	8'	18"	Negotiable obstacles ok
Mountain Bike							
Easy	5%	10%	100'	8'	8'	24"	Mainly smooth
Moderate	8%	20%	100'	6'	8'	18"	Minor obstacles
Difficult	10%	30%	50'	5'	8'	12"	Negotiable obstacles ok

7.4 Accessible Trail Design Standards

ADA-accessible trails are intended to benefit everyone, since we are all likely to experience a degree of mobility impairment at some point in our lives. Access for people with a range of mobility impairments should be considered for all trails, however not all trails have to be accessible. When developing new trails, accessibility guidelines require that an analysis be conducted to determine whether, and to what extent, access can be provided.

The standards are quite flexible and try to account for a variety of practical and aesthetic considerations, while at the same time providing valuable trail experiences for all. Draft standards relevant to accessible trail design are discussed in a report that is available on the website of the Access Board, U.S. Department of Justice (www.access-board.gov/outdoor). Key elements are listed in Table 7–3 below. Another general source intended for use on lands managed by the U.S. Forest Service, is that agency's Accessibility Guidebook for Outdoor Recreation and Trails (2006).

With rare exception, all high-standard trails should incorporate ADA standards. Most medium-standard trails should be able to incorporate these standards as well. Where the opportunity exists, some wildland trails should also be built in accordance with the standards. Signs should be posted indicating trails that are designed for ADA access and noting the length of the accessible portion of the trail.

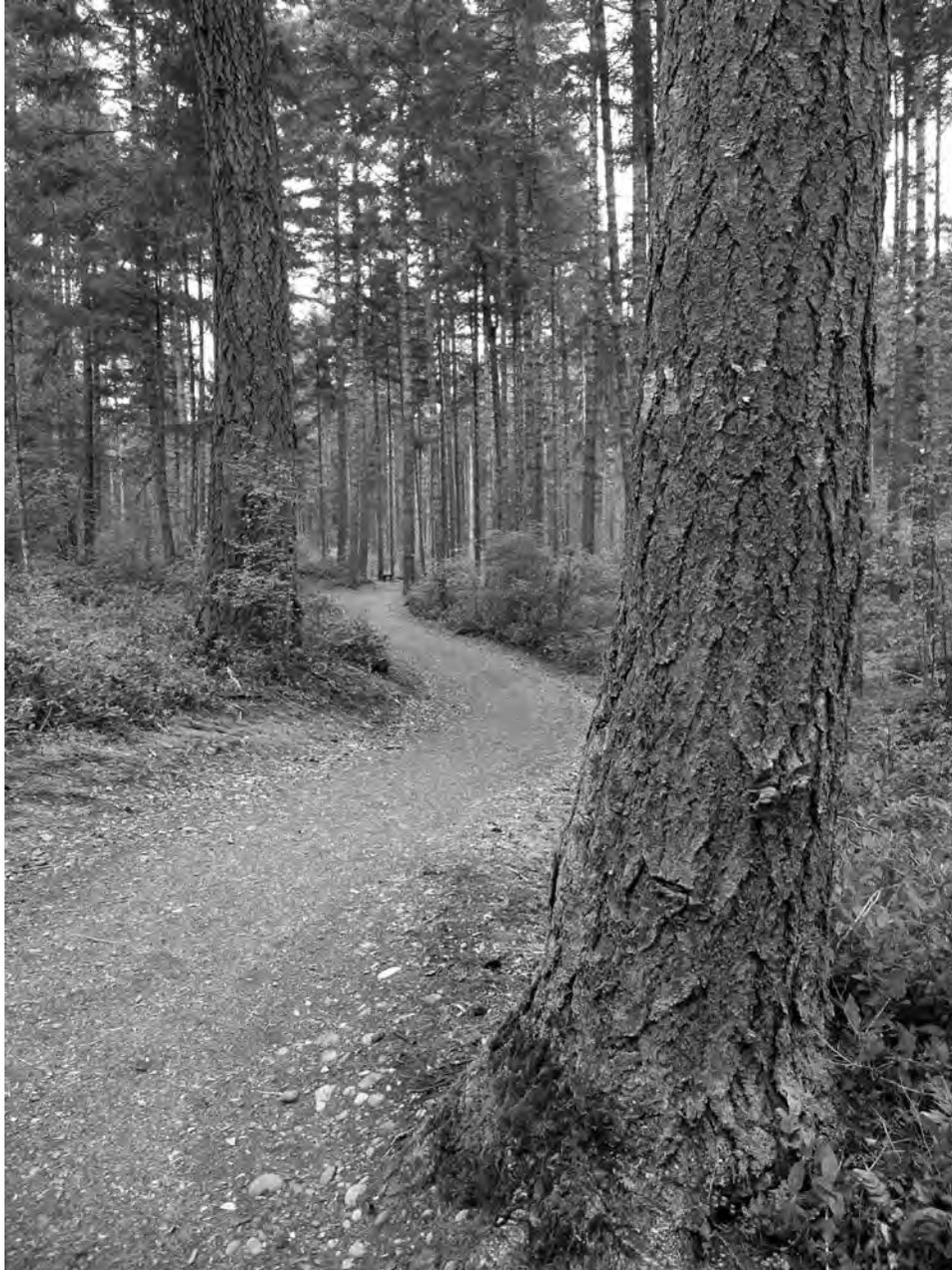
Table 7–3, Draft Guidelines for ADA-Accessible Trails

Max. Sustained Grade	Max Short Grade ¹	For Max Distance Of	Resting Intervals	Max. Cross Slope	Tread Obstacles ²	Min. Tread Width ³	T Tread Surface
5%	8.33%	200'	200'	5%	2" ³	3'	Gravel or Asphalt
5%	10%	30'	30'	5%	2"	3'	Gravel or Asphalt
5%	12.5%	10'	10'	5%	2"	3'	Gravel, Asphalt, Steps, Stairs OK

¹ No more than 30% of the total trail length may exceed a running slope of 8.33%.

² Up to 3" high where running and cross slopes are 5% or less

³ Where trail width is less than 60", passing space must be provided at least every 1,000 feet.



Shelton's Huff and Puff Trail.

8. RECOMMENDATIONS

The development of new systems of trails and bikeways in Mason County will require significant effort on the part of Mason County and partnering agencies and organizations, including user groups, as well as the community at large. The presence of substantial commercial forest lands in the county suggests that these forest land owners will be important partners as well. Good relationships among user groups and some of these landowners already exist and the plan encourages continued cooperation to help achieve further positive outcomes. As noted in Section 4, significant potential exists for new trails and bikeways in all areas of the county. The recommendations that follow are designed to help move many of these ideas to reality.

8.1 Trail Planning and Development

The initial trail planning effort which led to the 2005 “Framework for Countywide Trail Development” identified a number of general goals and policies which remain important and thus have been incorporated below:

- 8.1.1 Trails shall be integrated with the county transportation system to provide or facilitate alternative modes of transportation and capitalize on opportunities for joint projects for trail development.
- 8.1.2 Planned transportation projects shall be reviewed for potential trail development opportunities.
- 8.1.3 Designated open space corridors shall be evaluated for trail development.
- 8.1.4 Prior to property vacations and acquisitions, or actions to surplus county property rights, opportunities for trail development shall be evaluated.
- 8.1.5 Development of existing park properties should consider potential opportunities for local and regional trail development, including jogging and fitness trails.
- 8.1.6 Other agency projects within Mason County should be reviewed for opportunities for trails and for consistency with this plan.
- 8.1.7 This plan should be publicized to help inform agencies and large landowners of the opportunities that exist to move recommended projects forward.
- 8.1.8 Trails policies should be integrated with transportation planning policies during updates of the Regional Transportation Plan. This plan should also be incorporated by reference into the Mason County Parks and Recreation Comprehensive Plan and the county’s overall Comprehensive Plan.

8.2 Public Participation

Community involvement is an integral part of the trail planning process and continued citizen support will be crucial to ensuring full development and implementation of the Regional Trails Plan and future trail systems. The following goals and policies are incorporated from the 2005 “Framework”:

- 8.2.1 Mason County shall encourage and maximize active public involvement in all phases of trails establishment and support public efforts directed at implementation of this plan.
- 8.2.2 Mason County shall encourage partnerships with user groups and other public volunteer groups interested in assisting in trail development and maintenance.
- 8.2.3 Mason County shall establish a standing committee to advise and work with County staff in the planning, implementation, maintenance, promotion, and up-dating of the Regional Trails Plan.
- 8.2.4 Mason County shall encourage private sector involvement in the trails program through the provision of facilities and support services such as boarding and rental stables, maintenance and repair shops, trail tours, bicycle rentals, and other related facilities and services.

8.3 Other General Recommendations

- 8.3.1 Capital Facilities Plan: Capital facilities planning and budgeting should incorporate near-term projects and other specific actions identified in this plan. Potential grant funding sources should be identified and pursued to ensure that all recommendations can be successfully implemented and that priority projects move forward as smoothly and expeditiously as possible (see Section 9). A degree of flexibility is encouraged in order to take advantage of new opportunities and changing circumstances. Cooperation among Mason County Parks, Planning and Public Works staff is essential.
- 8.3.2 Volunteer Programs: Volunteers have accomplished a substantial amount of work in terms of building, improving, and maintaining trails in Mason County. Their efforts should be encouraged and supported. Mason County and other agencies should also consider making a modest investment in volunteer coordination and direct support to organized volunteer efforts in the form of training, tools, materials, equipment, labor, or funding. Volunteer training opportunities, especially for key volunteer members should be explored and encouraged. Two possible sources of training are the International Mountain Bike Association Trail Care Crew and several training opportunities offered through the Washington Trails Association. User groups such as the Backcountry Horsemen of Washington also have members who are trained in the techniques of trail construction and maintenance.
- 8.3.3 Volunteer Coordinator: An effort should also be made among public and private entities to establish and fund a paid Volunteer Coordinator (possibly with grant-writing skills) to assist with these efforts and to further implement the recommendations of this plan. In many communities, the return on such an investment has been considerable, especially where stepped-up efforts are made to secure grant funding, since volunteer labor and in-kind contributions can often help satisfy local matching requirements. Many areas have also had excellent results from a “hybrid” model where paid professionals perform the difficult or technical work and volunteers provide the bulk of the hand labor. There are several projects in Mason County that may be well suited to this approach.

- 8.3.4 Facility Maintenance: Routine maintenance of facilities should be provided as needed by parks and public works staff and volunteers, as appropriate, to help ensure safe, efficient and enjoyable use of trails, bikeways and related facilities by citizens.
- 8.3.5 Education and Safety: Mason County should work cooperatively with other agencies, schools, community organizations, law enforcement and user groups to help develop public education and safety programs that benefit trail users and enhance public safety for everyone. Existing programs such as Washington's Safe Routes to Schools (see Appendix B) and bicycle training for kids are good examples of the kinds of efforts that have proved successful in many communities. Educational efforts can address personal responsibility, such as avoiding shortcuts, picking up after pets, and encouraging volunteer maintenance. Rules should be posted, as needed, to address problems that may develop.
- 8.3.6 Walkable and Bikable Communities: Planning efforts should be encouraged and supported in all Mason County communities to help delineate local trail networks and related facilities, including walking and biking loops, trailheads, viewing and resting areas, points of interest, interpretation, landscaping, and other amenities. Lighted walkways should be considered where appropriate. The development or amendment of regulations by Mason County should incorporate urban design tools and strategies that can help produce the benefits of walkable and bikable communities. Development regulations should be designed to integrate trails, greenways, and/or bikeways into a variety of land use and development activities. Such improvements should provide continuity through and between developments, links to nearby trails and bikeways, and complement local planning efforts for trail systems, as well as the regional systems represented in this plan.
- 8.3.7 Master Plans and Design Studies: This plan identifies needs and opportunities for trails and non-motorized transportation facilities that are mostly based on a regional or countywide perspective. However, there are several locations where a more detailed or localized planning effort is warranted due to various uncertainties or the presence of complex planning and design issues. Such an effort can help guide the development of new trails, trailhead access, and user amenities, while minimizing user conflicts and impacts to the environment. Key areas that should be considered for further site planning, assessment, design studies, or master planning include the following:
- Camp Govey Backcountry Trail
 - Hoodsport-Lake Cushman Trail
 - Theler Wetlands to Belfair State Park
 - North Bay and Portage Trails (Allyn)
 - Goldsborough and Shelton Creeks (Shelton)
 - Kennedy Creek
 - Shelton-Belfair Trail
 - Bourgault-Sunnyside Trail
- 8.3.8 Environmental Protection: Development of facilities under this plan should avoid adverse impacts to sensitive natural areas, such as wetlands and riparian areas along streams, and should be located and designed in ways that help conserve or restore the natural landscape.

8.4 Trails and Bikeways: Priority Projects

Potential trail systems discussed in Section 4 form the basis for the trail recommendations of this plan. A combination of local and regional trails are envisioned which will help to meet the goals, policies and overall vision for trails, bikeways and water trails outlined in Section 1.

Recommended trail projects include short-term, mid-term, long-term priorities which are defined as follows:

Short-Term Projects – *1 to 5-year outlook*

These are projects offering major benefits to the public which can potentially be developed over the near term, or within approximately five years after this plan is adopted. Many are already funded or scheduled for development, or there may be unique opportunities, significant safety issues, or major public benefits to be realized that warrant their emphasis as top priority projects. A few projects, due to high cost, access issues, or other difficulties, may require a longer period of time for development. It is recognized that several of these projects might not be built within five years, but they are highlighted so that county staff or others can plan for their development and begin to secure the resources needed to move forward with the design/development phase.

Mid-Term Projects – *5 to 10-year outlook*

These are also very attractive projects for the short term; however, it is realized that not all the best projects can be developed in just a few years. Mid-term projects could potentially be developed over a five to ten-year period. In the event that resources become available or opportunities emerge to move forward with these projects more quickly, then design/development should not be delayed.

Long-Term – *10 to 20-year outlook*

All projects identified in this plan are considered important to the future of recreational trails and non-motorized travel in Mason County. However, recognizing that not all the projects envisioned can realistically be developed over the next five to ten years, long-term projects are those that may be more likely to see development over the next ten to twenty years. Again, where opportunities or resources become available to expedite their development, they should not be delayed. Long-term projects are summarized in Appendix C.

An effort was made to ensure that both short-term and mid-term priority projects are equitably distributed to serve the various population centers of the county.

Short-term and mid-term priority trail projects are listed in Tables 8–1 and 8–2 and are illustrated in Figures 8–1a through 8–1d. Bikeway priorities are listed in Tables 8–3 and 8–4 and are illustrated in Figure 8–2. Short-term projects are designated as “Priority 1” on the maps. Priority 2 trails are considered mid-term and Priority 3 trails are long-term. The information in the tables is an overall description that in some cases varies along portions of the route. Land ownership also varies along some routes and only the principal land manager is indicated. See Appendix C for more detailed information. (Land manager abbreviations are explained on page 45; GREEN refers to Green Diamond Resource Company; other private lands are labeled PRIVATE.) User groups are H (hiker), E (equestrian), and B (bicyclist).

**Table 8-1
Short-term Priority Trail Projects**

Trail Name	Miles	Land Manager	User Groups	ADA Potential	Proposed Standard
1. Camp Govey Trails	7.0	GREEN	H,E,B	Good	High*
2. Foothills Park Loop	0.8	MC	H,B	Fair	Medium
3. Goldsborough Creek	1.0	PRIVATE	H	Good	High
4. Kennedy Creek Trail	2.2	PRIVATE	H	Fair	Medium
5. MCRA Loop Trail	0.7	MC	H	Fair	Medium
6. Menards Landing Trail	0.2	MC	H	Fair	Medium
7. Menards to Jiggs Lake	10.5	DNR	H,E,B	Poor	Medium
8. North Bay Trail	1.7	PRIVATE	H,B	Fair	Medium
9. Oakland Bay Trail	0.5	USA	H,E,B	Good	High
10. Oakland Bay Historic Park	1.5	MC	H	Fair	Medium
11. Oakland Bay View Trail	0.3	WDFW	H	Fair	Medium
12. S Fork Skokomish Trail	0.2	USFS	H,E	Fair	Medium
13. Shelton Creek Trail	1.0	PRIVATE	H	Fair	Medium
14. Shelton-Belfair Trail	1.6	MASON	H,B	Good	High
15. Shelton-Skokomish Trail	1.6	WSDOT	H,B	Good	High
16. SR3 sidepath (Belfair)	1.2	WSDOT	H,B	Fair	High
17. Bourgault-Sunnyside Trail	1.5	MASON	H,B	Good	High
18. Truman Glick Park	1.0	MC	H	Fair	Medium
19. Twanoh SP to Mason Lake	5.0	GREEN	H,E,B	Poor	Medium
20. Washington State Parks	4.5	WSPRC	H	Fair	Medium
Total	44.0				



● Trail Priorities

- | | | | |
|---|---|---|-------------------------|
| | | | High Standard Trail |
| | | | Medium Standard Trail |
| | | | Wildland Standard Trail |
| 1 | 2 | 3 | Priority |

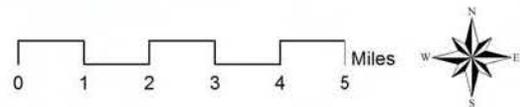
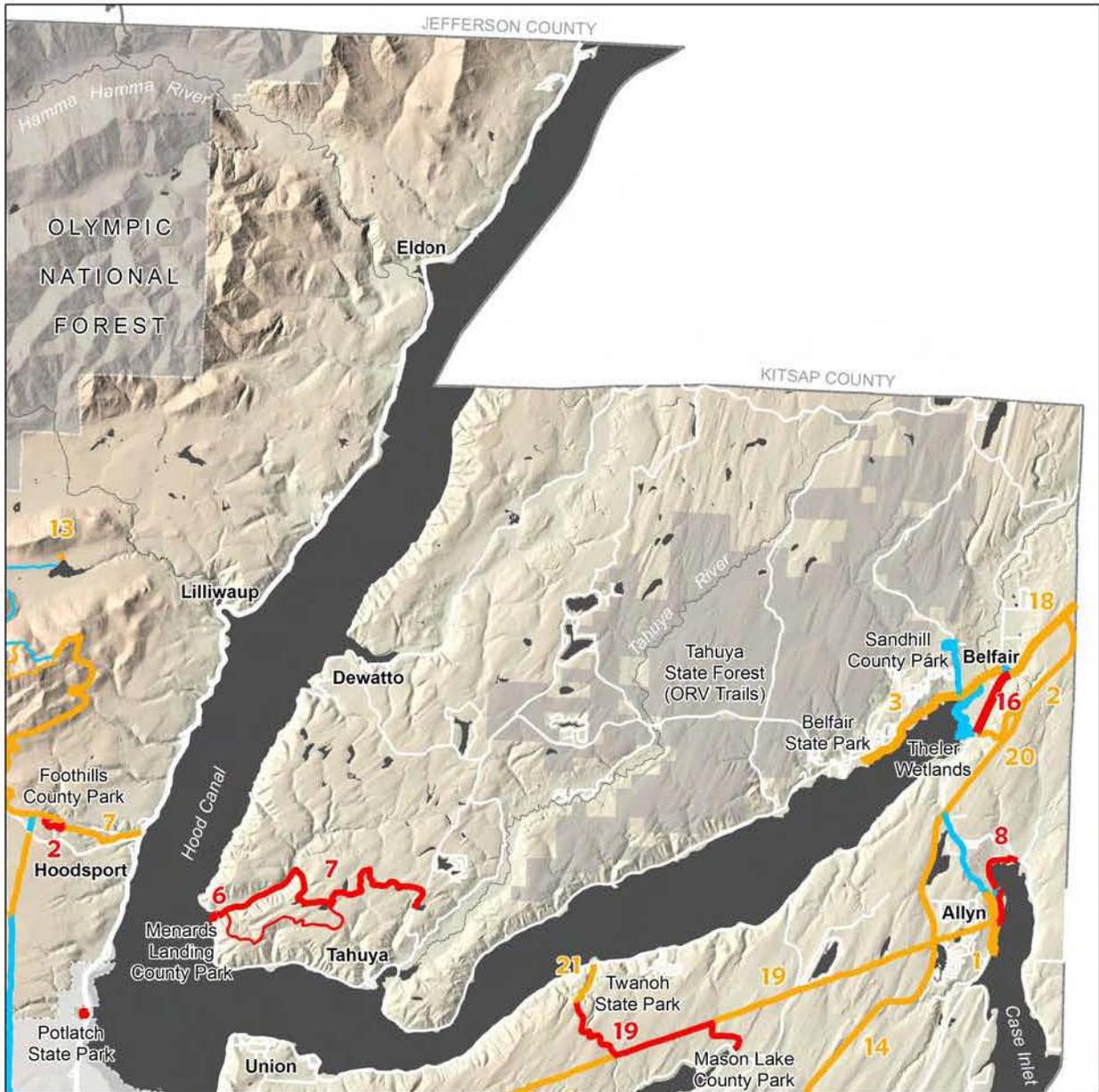


Figure 8-1a
NW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





- Trail Priorities
- | | | | |
|---|---|---|-------------------------|
| | | | High Standard Trail |
| | | | Medium Standard Trail |
| | | | Wildland Standard Trail |
| 1 | 2 | 3 | Priority |

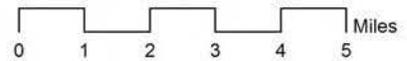
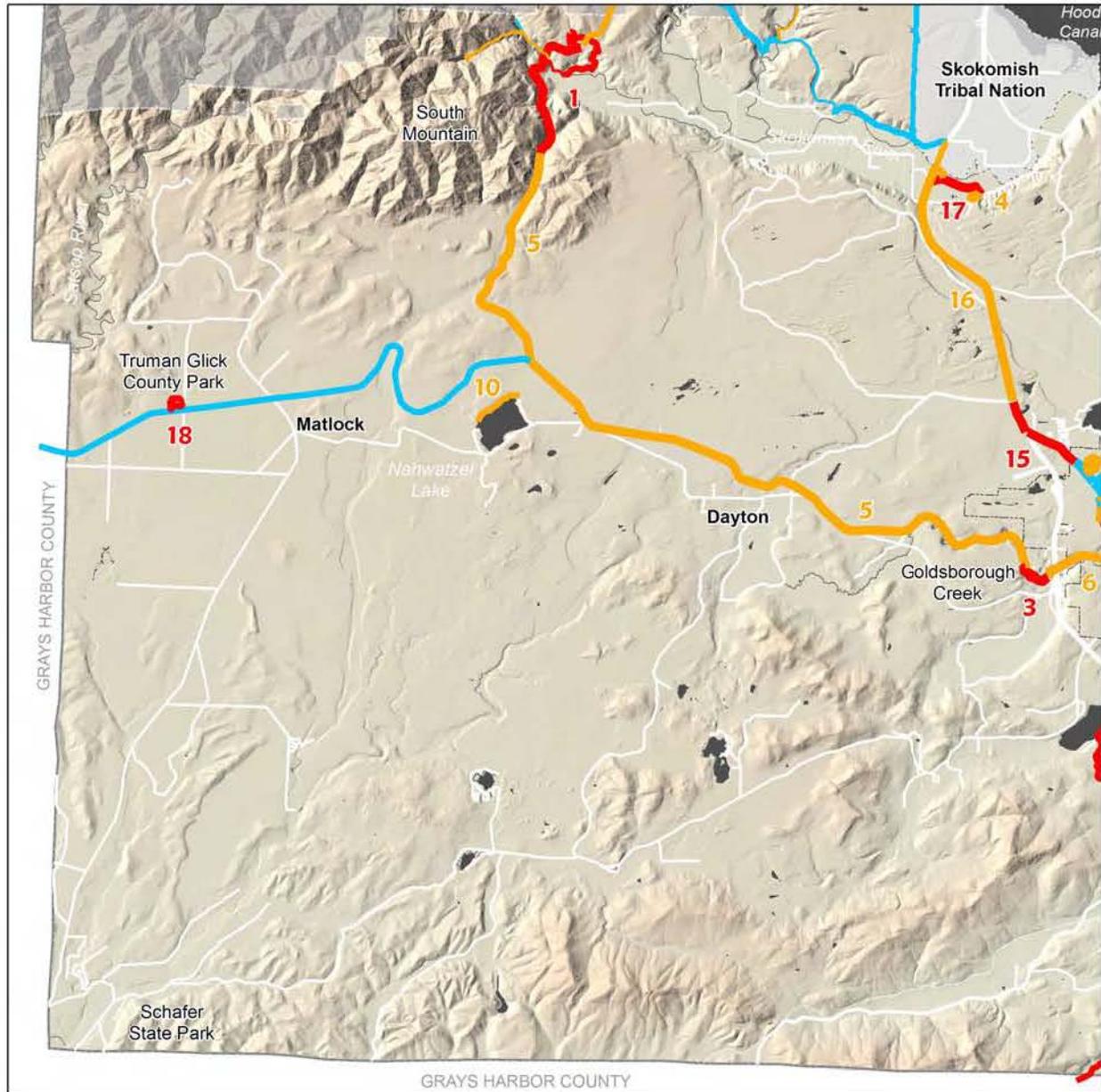


Figure 8-1b
NE Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





● Trail Priorities

- | | | | |
|---|---|---|-------------------------|
| | | | High Standard Trail |
| | | | Medium Standard Trail |
| | | | Wildland Standard Trail |
| 1 | 2 | 3 | Priority |

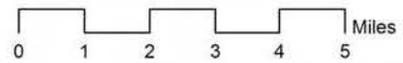
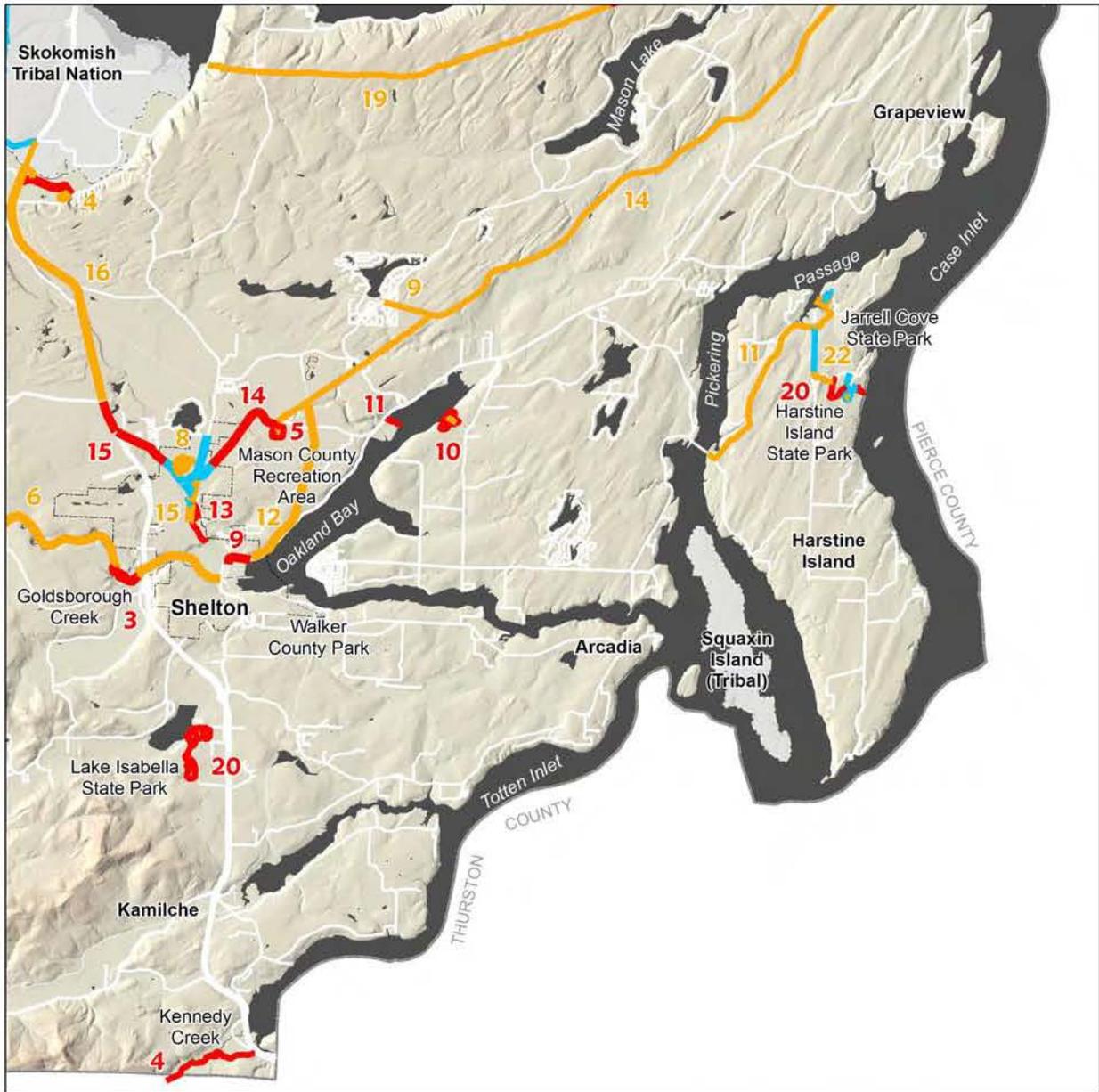


Figure 8-1c
SW Mason County
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





- Trail Priorities
- | | | | |
|---|---|---|-------------------------|
| | | | High Standard Trail |
| | | | Medium Standard Trail |
| | | | Wildland Standard Trail |
| 1 | 2 | 3 | Priority |

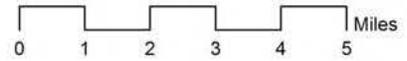


Figure 8-1d
SE Mason County
Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



**Table 8–2
Mid-term Priority Trail Projects**

Trail Name	Miles	Land Manager	User Groups	ADA Potential	Proposed Standard
1. Allyn Trail	1.3	WSDOT	H,B	Good	High
2. Belfair Plateau Trail	1.2	PRIVATE	H,B	Fair	Medium
3. Belfair Trail	3.7	WSDOT	H,B	Good	High
4. Bourgault-Sunnyside Tr	3.0	MC	H,B	Fair	Medium
5. Camp Govey Trail	10.5	GREEN	H,E,B	Good	High
6. Goldsborough Creek Trail	10.4	GREEN	H,E,B	Good	High
7. Hoodsport-Cushman Trail	13.0	DNR	H,E,B	Poor	Medium
8. Huff and Puff Trail	1.8	SHELTON	H	Fair	Medium
9. Lake Limerick link	0.9	USA	H,E,B	Fair	Medium
10. Nahwatzel Lake Trail	0.9	GREEN	H	Poor	Medium
11. North Island Dr sidepath	3.3	MC	H	Fair	Medium
12. Oakland Bay Trail	3.1	USA	H,E,B	Good	High
13. Price Lake Trail	0.1	DNR	H	Poor	Medium
14. Shelton-Belfair Trail	22.9	USA	H,E,B	Fair	Medium
15. Shelton sidepaths	1.0	SHELTON	H,B	Good	High
16. Shelton-Skokomish Trail	4.6	WSDOT	H,B	Good	High
17. Skokomish Forks Trails	10.0	GREEN	H,E	Poor	Medium
18. Belfair SR3 sidepath	1.7	WSDOT	H,B	Fair	High
19. Tacoma Power Corridor	14.0	TACOMA	H,E,B	Fair	Medium
20. Theler Wetlands	0.1	WDFW	H	Good	High
21. Twanoh SP-Mason Lake	0.8	WSPRC	H	Poor	Medium
22. Washington State Parks	2.5	WSPRC	H	Fair	Medium
Total	110.8				

Project Descriptions: Short-term Priority Trails

1. Camp Govey Trails

About 7.0 miles of trails are recommended, utilizing an historic logging railroad grade, a large, abandoned steel bridge over a gorge, and several miles of riparian forest along Vance and Fir Creeks. Access would be by way of a new trailhead at Camp Govey where a half-mile interpretive loop is also proposed. The site offers an opportunity for trail users and other visitors to learn about the area's unique history. The project area is under Green Diamond ownership. The company was consulted during development of this plan and has expressed interest in the project, although there is no guarantee the project will move forward. A variety of safety and management concerns would need to be addressed, access issues resolved, and overall feasibility must be determined (by both Green Diamond and the county) prior to actual design and development of facilities. If developed, the project has potential to become a high-standard trail of regional significance. Future connections are possible to High Steel Bridge, Lake Haven, the national forest, and if circumstances allow in the future, Matlock and Shelton via the Goldsborough Creek Trail. (See Figure 8–3.)

2. Foothills Park Loop

A medium-standard loop trail, perhaps a mile or more in length, should be developed at Foothills County Park west of Hoodsport. This trail would expand on the existing park and provide a significant trail opportunity for nearby communities. (See Figure 8-10.)

3. Goldsborough Creek

The existing interpretive trail on the west side of Shelton near U.S. 101 should be upgraded and perhaps extended as an ADA-accessible loop trail with viewing access to this important salmon stream. Signing, benches and modest trailhead amenities including a small parking area and information kiosk are also recommended. Over the long term, there is potential to extend the trail east into downtown Shelton and west toward Matlock (eventually connecting to the Camp Govey Trail). However, public access along the creek or the Simpson railroad line would need to be negotiated before such a trail could be developed. (See Figure 8–4.)

4. Kennedy Creek

This attractive salmon trail is a partnership of several public and private interests and efforts are underway to improve the trail and interpretive opportunities along the creek with a possible extension to a waterfall upstream. A medium standard loop trail system of approximately 2.2 miles is recommended, portions of which could potentially be ADA-accessible. (See Figure 8–5.)

5. Mason County Recreation Area (MCRA) Loop Trail

A walking/jogging loop trail of up to one mile in length is recommended around the perimeter of the ball fields at the MCRA. The path could be built to a high or medium-standard for ADA accessibility and surfaced with asphalt or compacted gravel.

6. Menards Landing

This short path of about 0.2 mile leading to a viewpoint and potential kayak camp should be developed to a medium standard. The area already attracts local foot traffic and modest trail improvements could help protect vegetation and an eroding shoreline.

7. Menards Landing to Jiggs Lake

A multi-use loop trail of ten miles or more should be developed on county park and Washington DNR lands partly utilizing old logging road grades and a new trail along Rendsland Creek and beyond. The trail would link to Wildberry Lake and the new county park on Jiggs Lake. (See Figure 8–9).

8. North Bay Trail

A medium-standard trail is recommended for a one-mile long corridor along the north end of Case Inlet, generally waterward of SR 302 and terminating near the fish hatchery. Trailhead location is undetermined. Public comments have indicated an interest in seeing this potentially scenic trail developed in the near future.

9. Oakland Bay Trail

The port and City of Shelton have considered constructing a high-standard trail along SR 3 from downtown Shelton to the Oakland Bay Marina near where the existing railroad line crosses the highway. A future trail could be extended northward along the rail corridor or on adjacent lands (with permission) to Johns Prairie Road and the proposed Shelton-Belfair Trail near the BPA transmission lines. The route forms part of a loop that could follow the Shelton-Belfair Trail back into Shelton.

10. Oakland Bay Historic Park

Trails are part of the proposed development of this new county park which will be accessed off of Agate Road. A minimum 1.5-mile loop system (medium standard) is recommended.

11. Oakland Bay View Trail

The short path at a WDFW site on Oakland Bay should be improved to a medium standard to provide a short, scenic walk near tidelands. An access easement currently exists around a portion of the adjacent golf course.

12. South Fork Skokomish River Trail

A short viewpoint trail (abandoned) near the High Steel Bridge should be considered for redevelopment, along with a suitable overlook of the river gorge. The facility could be designed as part of a viewing amenity near the bridge where public safety is concern. Travel literature published by various entities commonly highlight the bridge and gorge as a sight-seeing destination; however, facilities for safely viewing the area appear inadequate. Development of this proposal requires participation of the Forest Service who may also wish to consider the potential for extending the trail east and west along the canyon, with a possible link in the future to Brown Creek Campground and the existing South Fork Trail farther upstream. That trail is open to both stock and bicycles. (See Figure 8–11.)

13. Shelton Creek Trail

Recent acquisitions by the City of Shelton along Shelton Creek have provided an excellent opportunity for a new medium or high-standard trail within an attractive natural area. As perhaps the most promising “greenway” corridor in the central Shelton area, the trail could link the downtown area with existing paths near the community college leading to other public schools and neighborhoods. The area is within the city’s jurisdiction, but because it would connect well to the regional trail system, it is highlighted here for informational purposes.

14. Shelton-Belfair Trail

A potential trail corridor that should be further investigated follows portions of city and county roads, the BPA transmission lines, and the USA-owned railroad corridor between Shelton and Belfair. Rights-of-way appear adequate to facilitate a medium or high-standard trail system with links to nearby communities. Trails that share utility corridors and active railroad lines have been developed in other areas of the state; however, there is no guarantee that access to the entire suggested corridor can be secured.

Nevertheless, this would be an exceptional regional trail linking the county's two largest communities. Because it is such a large project, most of the corridor is considered medium priority; however, the westerly two miles between Shelton city limits and the MRCA are considered a short-term priority. Much design and engineering work for that portion has been completed and the project should move toward construction soon. (See Figure 8–7 for the northerly portion of the Shelton-Belfair corridor.)

15. Shelton-Skokomish Trail

This high-standard trail is an extension of the existing paved path along Shelton Springs Road from its end near the high school and northwest to US 101. The route would cross the highway and continue north to the future Mason County Fairgrounds at SR 102. Over time, the path could continue north approximately 4.6 miles to meet the Sunnyside-Bourgault Trail near the Skokomish River bridge. The path should be paved to provide touring cyclists and others a safer alternative to riding the shoulders of US 101.

16. SR3 Sidepath (Belfair)

The Belfair Urban Growth Area Plan includes a number of bicycle and pedestrian facilities, including sidewalks or separated sidepaths along SR 3 through the UGA planning area. Although a highway bypass around the commercial area is moving forward, the road will be maintained as an arterial for local traffic and the need for walking and bicycling facilities remains. Links to schools, the library, the Theler Wetlands and other sites should also be provided. (See Figure 8–7.)

17. Bourgault-Sunnyside Trail

An abandoned one-mile county road connects US 101 to Purdy Cutoff Rd and offers excellent potential for conversion to a multi-use trail. A new 0.2-mile trail would be developed near the west end to provide a link to an existing walkway on the Skokomish River bridge which would accommodate future access to the Sunnyside area and trails north of the river. A short 0.3-mile nature loop (possibly boardwalk) for wildlife viewing is proposed near the east end of the old roadway where a modest trailhead facility would also be developed.

18. Truman Glick Park Trails

Existing trails at Truman Glick County Park were built by volunteers and should be maintained to a medium standard. The trail system could be slightly expanded and trail information posted near the parking area. A future link to an old logging railroad grade nearby could also be considered if public access to that corridor can be arranged.

19. Twanoh State Park to Mason Lake County Park

This potential five-mile trail would benefit users of both the state park and the county park and would provide an important regional connection, particularly if the Tacoma Power transmission lines can be utilized for future trail development. Non-motorized access to Green Diamond forest lands is generally allowed, although a permanent trail corridor may or may not be feasible, depending on land management priorities of the

company. A medium-standard multi-use trail is recommended that connects the parking area at Mason Lake to the end of the existing trail at Twanoh State Park. Although the trail at Twanoh is within a steep canyon and is designated hiker-only, a nearby service road is sometimes used as a trail and could potentially provide a link for bicycles to a campground, restrooms, and water access areas adjacent to SR 106 (there are no facilities for stock at either park).

20. Washington State Parks

Existing trails within several state parks should be maintained or extended as feasible. While most trails are in generally good condition, some improvements appear warranted. Also, at the time this plan was prepared, a new one-mile trail was under development at Harstine Island State Park linking with the current trail system there. Several miles of trails at Lake Isabel State Park should also be improved and modest signing added to help direct trail users through the existing trail system.

For information about mid-term and long-term priority trail projects, refer to Appendix C.

Mason County Bikeways

The Mason County road system provides opportunities for both commuter cycling and recreational riding, including bike touring by residents and visitors. As road improvements are made and routine maintenance is performed, consideration should be given to enhancements that can make bicycle use more comfortable and efficient for riders, while also addressing safety for both motorized and non-motorized traffic.

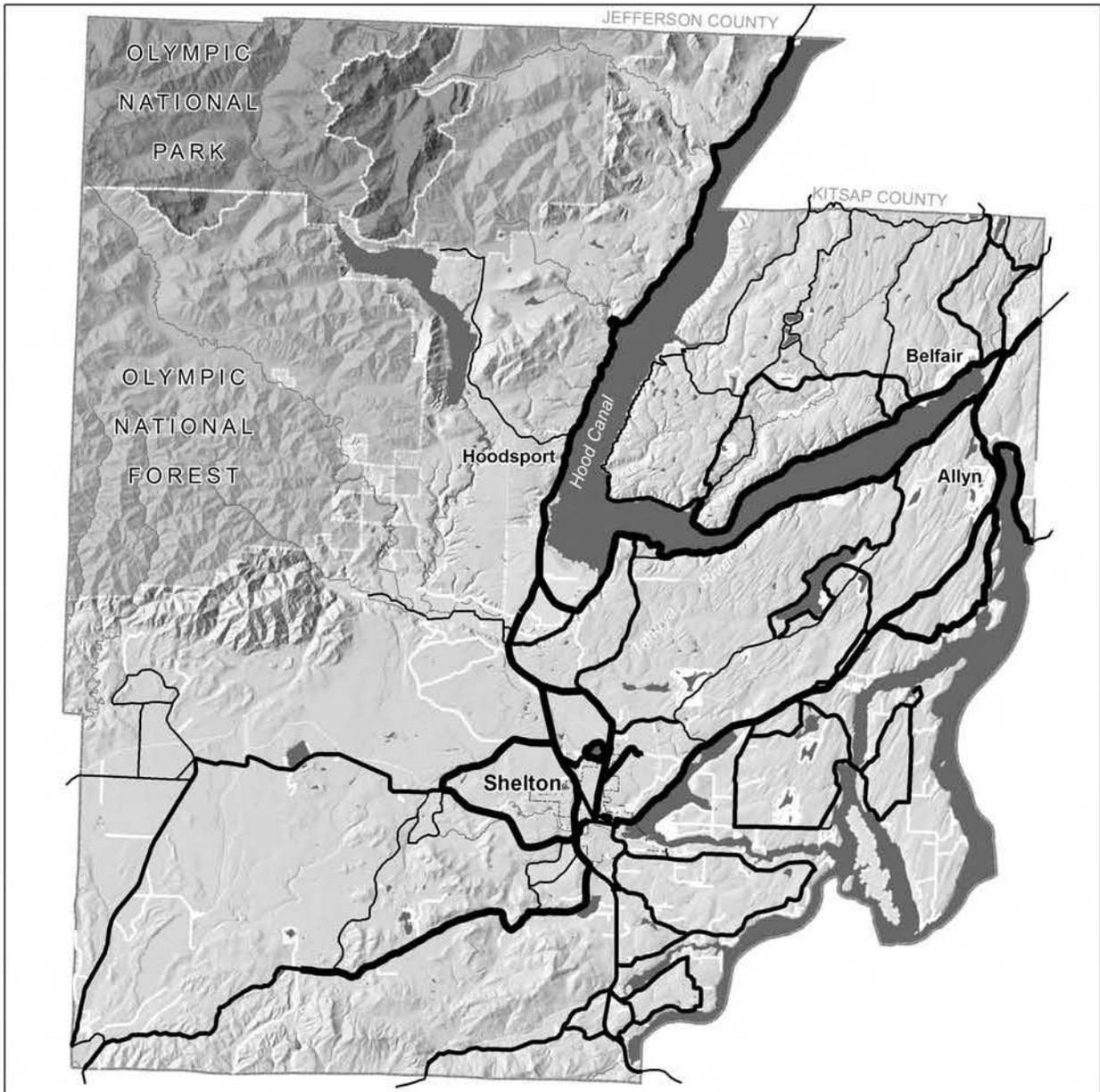
Overall Road System Improvements

In place of specific recommendations for particular roads, it is suggested that standard planning and design procedures be utilized across the board in conjunction with road improvement projects to determine whether added improvements for bicycling are appropriate for a given situation. Bicycling corridors offering the most interest to cyclists in Mason County are presented in Figure 8-2.

Within this larger network, the county should work to identify in the future those routes which could provide the greatest benefits to cyclists if shoulder widening, paving, removal of obstructions or other enhancements were made. Typically, roads that connect communities, schools, employment centers, regional parks, neighborhoods, and other sites of interest to the cycling community should be given special consideration. To address this challenge in a more comprehensive manner, the county may consider conducting a complete road system bicycling suitability assessment to determine more specifically which routes should be prioritized for programmed improvements.

Mason County Bicycling Map

In addition, bicycle touring routes, as they are identified over time, should receive priority in the allocation of resources for improvements to the road system for cyclists. To that end, it is recommended that the county develop a countywide bicycling map for the public showing the more desirable routes for recreational and commuter riding. General road conditions, such as width, surface, the presence of long, steep hills, higher traffic volumes and other factors should be addressed in developing this user map.



● Potential Bikeway Priorities

-  Priority 1 (1 to 5 years)
-  Priority 2 (5 to 10 years)
-  Priority 3 (10 years or more)

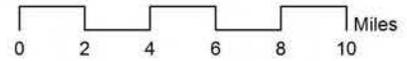


Figure 8-2
Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



**Table 8–3
Short-term Priority Bikeways**

Route Name	Miles	Right-of-way	From	To
1. 5 th St – Alder St	0.4	Shelton	Railroad Ave	Olympic Hwy
2. N 13 th St	0.9	Shelton	Northcliff Rd	Olympic Hwy
3. Brockdale Rd	1.4	Shelton	13 th St	Shelton city limits
4. Brockdale Rd	4.1	Mason Co	Shelton city limits	US 101
5. Cloquallum Rd	12.5	Mason Co	US 101	Satsop Cloquallum Rd
6. Craig Rd	0.1	Mason Co	SR 3	Cole Rd
7. Dayton Airport Rd (SR 102)	4.6	WSDOT	US 101	Shelton-Matlock Rd
8. Grapeview Loop	8.1	Mason Co	SR3 Allyn	SR 3
9. Island Lake Dr	2.3	Mason Co	Brockdale Rd	Shelton Springs Rd
10. Johns Prairie Rd	2.0	Mason Co	Brockdale Rd	Mason Co Rec Area
11. North Bay Rd	5.7	Mason Co	SR 3	Mason Co line
12. North Shore Rd	10.6	Mason Co	Belfair-Tahuya Rd	Tahuya
13. Shelton-Matlock Rd	0.7	Shelton	US 101	Railroad Ave
14. Shelton-Matlock Rd	5.6	Mason Co	US 101	Dayton Airport Rd
15. Shelton Springs Rd	0.6	Mason Co	Island Lake Rd	US 101
16. SR 106	20.1	WSDOT	US 101	SR 3
17. SR 3	25.5	WSDOT	1 st St (Shelton)	Mason Co line
18. SR 300	3.6	WSDOT	SR 3	Belfair Tahuya Rd
19. US 101	22.4	WSDOT	Mason Co line (north)	SR 106
20. US 101	11.1	WSDOT	SR 106	Cloquallum Rd
Total	142.3			

**Table 8-4
Mid-term Priority Bikeways**

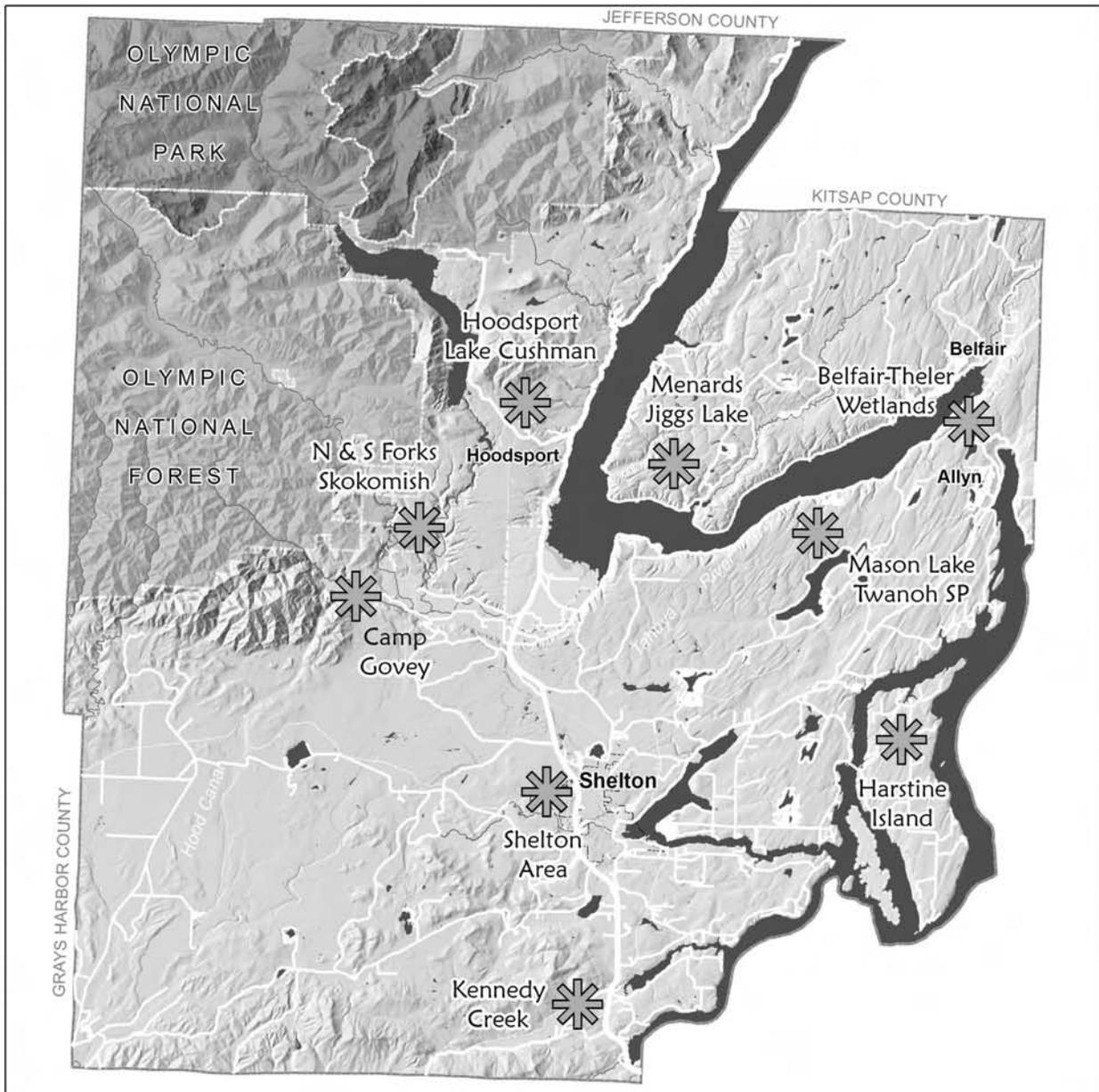
Route Name	Miles	Right-of-way	From	To
Agate Rd	6.6	Mason Co	SR3	Pickering Rd
Anthony Rd	3.0	Mason Co	SR3	Mason Benson Rd
Arcadia Rd	7.1	Mason Co	SR3	Lynch Rd
Bear Creek Dewatto Rd	3.2	Mason Co	Old Belfair Hwy	Panther Lake Rd
Belfair Tahuya Rd	11.8	Mason Co	SR300	North Shore Rd
Bloomfield Rd	4.7	Mason Co	Kamilche Point Rd	Old Olympic Hwy
Cole Rd	3.2	Mason Co	Craig Rd	Lynch Rd
Elfendahl Pass Rd	1.8	Mason Co	North Shore Rd	Belfair Tahuya Rd
Harstene Is Loop	10.3	Mason Co	Harstine Bridge	Harstine Bridge
Hurley Waldrup Rd	2.4	Mason Co	Old Olympic Hwy	SR108
Island Lake Rd	0.5	Mason Co	Island Lake Dr	Shelton Springs Rd
Kamilche Point Rd	2.8	Mason Co	Old Olympic Hwy	Bloomfield Rd
Lynch Rd	8.3	Mason Co	US 101	Arcadia Rd
Mason Benson Rd	3.1	Mason Co	SR3	Mason Lake Dr
Mason Lake Dr	6.5	Mason Co	Trails Rd	Mason Lake Rd
Mason Lake Dr	4.6	Mason Co	Mason Lake Rd	Mason Benson Rd
Matock-Brady Rd	10.9	Mason Co	Shelton Matlock Rd	Schafer Park Rd
McEwan Prairie Rd	2.5	Mason Co	Mason Lake Rd	Brockdale Rd
McReavy Rd	6.7	Mason Co	SR106	Brockdale Rd
North Island-Wingert Rd	1.1	Mason Co	Harstine Island Rd	Jerrell Cove SP
North Shore Rd	4.2	Mason Co	Tahuya	Menards Landing
Old Belfair Hwy	3.9	Mason Co	SR300	Mason Co line
Old Olympic Hwy	2.4	Mason Co	US 101	Hurley Waldrup Rd
Olympic Hwy	1.6	Shelton	Alder St	Wallace Kneeland Rd
Pickering Rd	6.3	Mason Co	SR3	Agate Rd
Purdy Cutoff Rd	2.8	Mason Co	US 101	SR 106
Railroad Ave	0.9	Shelton	Shelton Matlock Rd	1st St
Sand Hill Rd	5.8	Mason Co	SR300	Bear Creek Dewatto Rd
Satsop-Cloquallum Rd	9.3	Mason Co	Cloquallum Rd	Mason Co line S
Shelton-Matlock Rd	9.7	Mason Co	Dayton Airport Rd	Matlock-Brady Rd
Spencer Lake Rd	2.8	Mason Co	Pickering Rd	Agate Rd
SR 3	2.7	WSDOT	US 101	Railroad Ave
SR108	7.8	WSDOT	US101	Mason Co line
Trails Rd	3.3	Mason Co	E Mason Lake Dr	SR 106
US 101	8.1	WSDOT	Cloquallum Rd	Mason Co line (S)
Total	172.7			

8.5 Trails and Bikeways: Focus Areas

As this plan was developed, the most attractive opportunities for new trails and bikeways seemed to occur within several distinct areas of the county. As a result, nine focus areas were identified for more detailed mapping and analysis. Maps and descriptions for each Focus Area are provided on the following pages:

- FOCUS AREA 1: Camp Govey (Figure 8–4)
- FOCUS AREA 2: Shelton Area (Figure 8–5)
- FOCUS AREA 3: Kennedy Creek (Figure 8–6)
- FOCUS AREA 4: Harstine Island (Figure 8–7)
- FOCUS AREA 5: Belfair-Theler Wetlands (Figure 8–8)
- FOCUS AREA 6: Mason Lake-Twanoh State Park (Figure 8–9)
- FOCUS AREA 7: Menards Landing-Jiggs Lake (Figure 8–10)
- FOCUS AREA 8: Hoodsport-Lake Cushman (Figure 8–11)
- FOCUS AREA 9: N & S Forks Skokomish River (Figure 8–12)

A key to the location of each Focus Area is provided in Figure 8–3 on the next page, followed by a map for each of the nine areas. Both trails and on-street bikeways are included.



 Focus Area Locations

- | | |
|----------------------------|--------------------------------|
| 1. Camp Govey | 6. Mason Lake-Twanoh SP |
| 2. Shelton Area | 7. Menards Landing-Jiggs Lake |
| 3. Kennedy Creek | 8. Hoodspport-Lake Cushman |
| 4. Harstine Island | 9. N & S Forks Skokomish River |
| 5. Belfair-Theler Wetlands | |

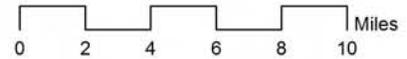


Figure 8-3

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





1. Camp Govey Trails

- Potential Trail and Bikeway Corridors
- Predominant Land Ownerships
- Trails (Off-Street Facilities)
- Bikeways (On-Street Facilities)
- Olympic National Forest
- Green Diamond Resource Company

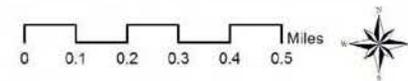
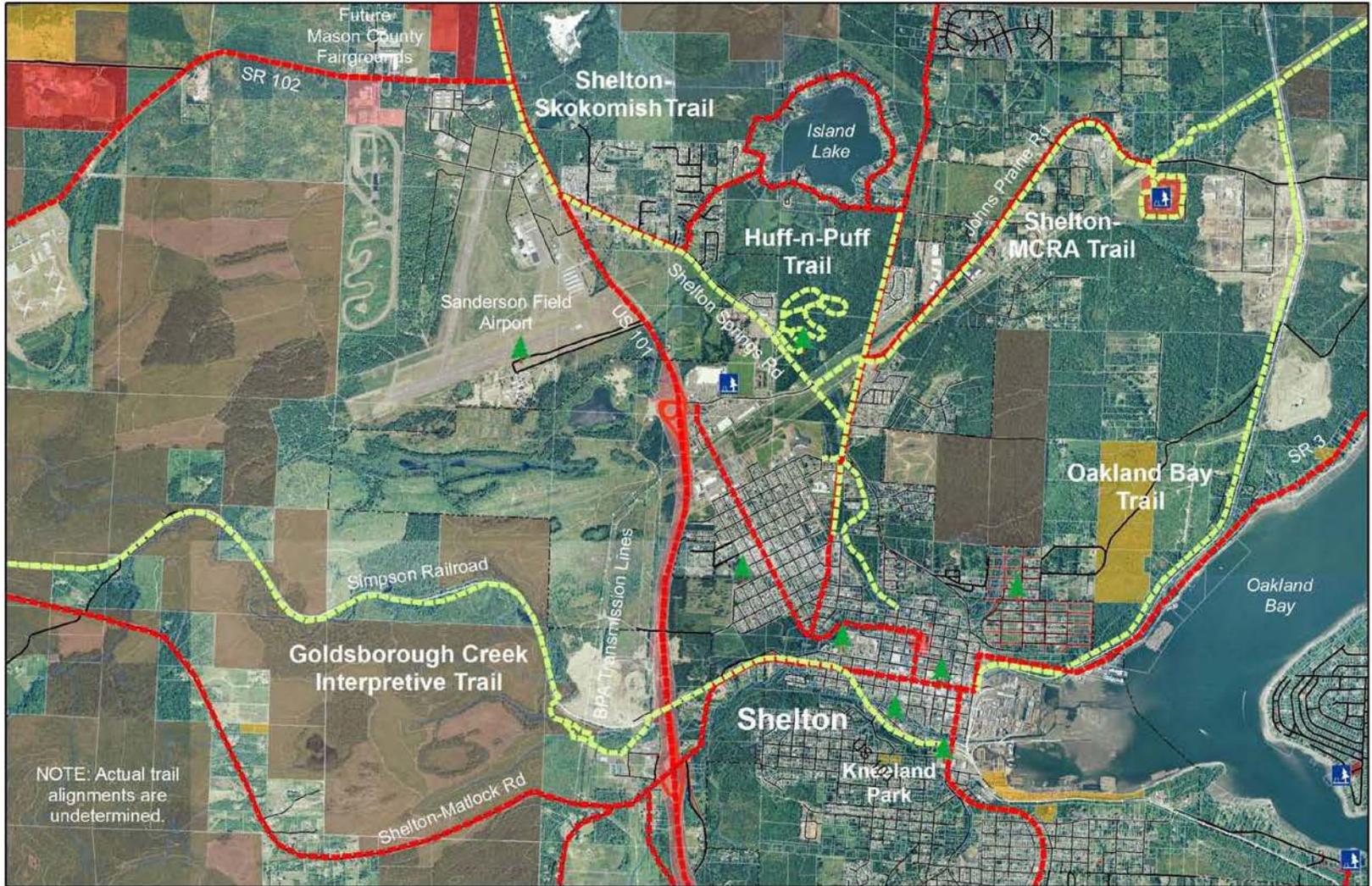


Figure 8-4
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





NOTE: Actual trail alignments are undetermined.

2. Shelton Area

- Potential Trail and Bikeway Corridors
- Off-Street Facilities (Trails)
- On-Street Facilities (Bikeways)

● Predominant Land Ownerships

- WA DNR
- Mason County
- Green Diamond Resource Company
- Manke Timber/Lumber Company

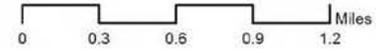
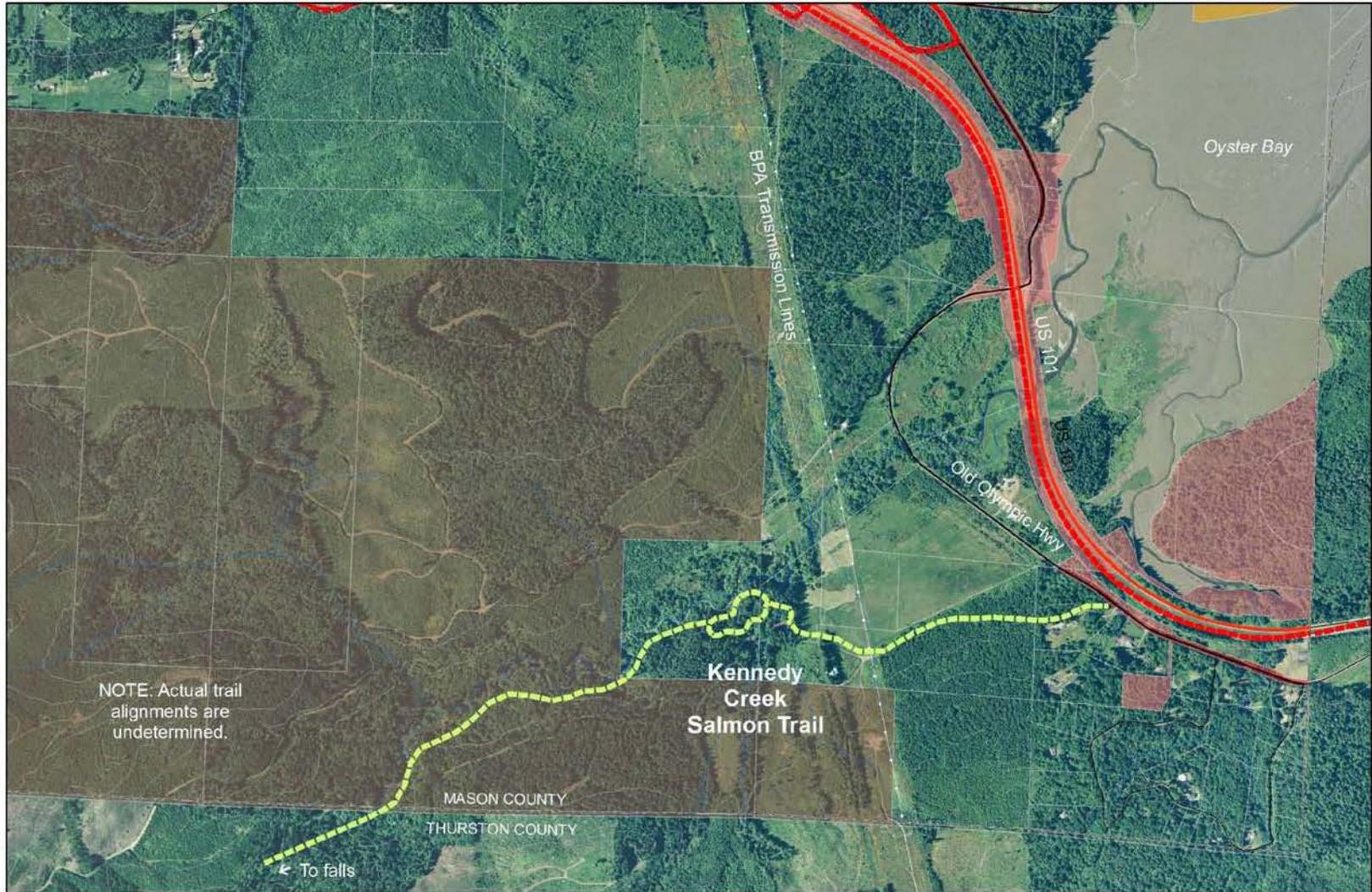


Figure 8-5
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





NOTE: Actual trail alignments are undetermined.

3. Kennedy Creek

● Potential Trail and Bikeway Corridors

-  Off-Street Facilities (Trails)
-  On-Street Facilities (Bikeways)

● Predominant Land Ownerships

-  WA DNR
-  Mason County
-  Green Diamond Resource Company

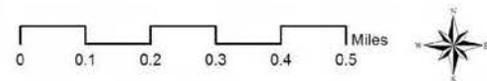


Figure 8-6
Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





4. Harstine Island

- Potential Trail and Bikeway Corridors
-  Off-Street Facilities (Trails)
-  On-Street Facilities (Bikeways)

- Predominant Land Ownerships
-  WA State Parks
-  WA DNR
-  Mason County
-  Green Diamond Resource Company
-  Manke Timber/Lumber Company

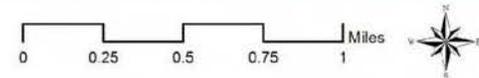
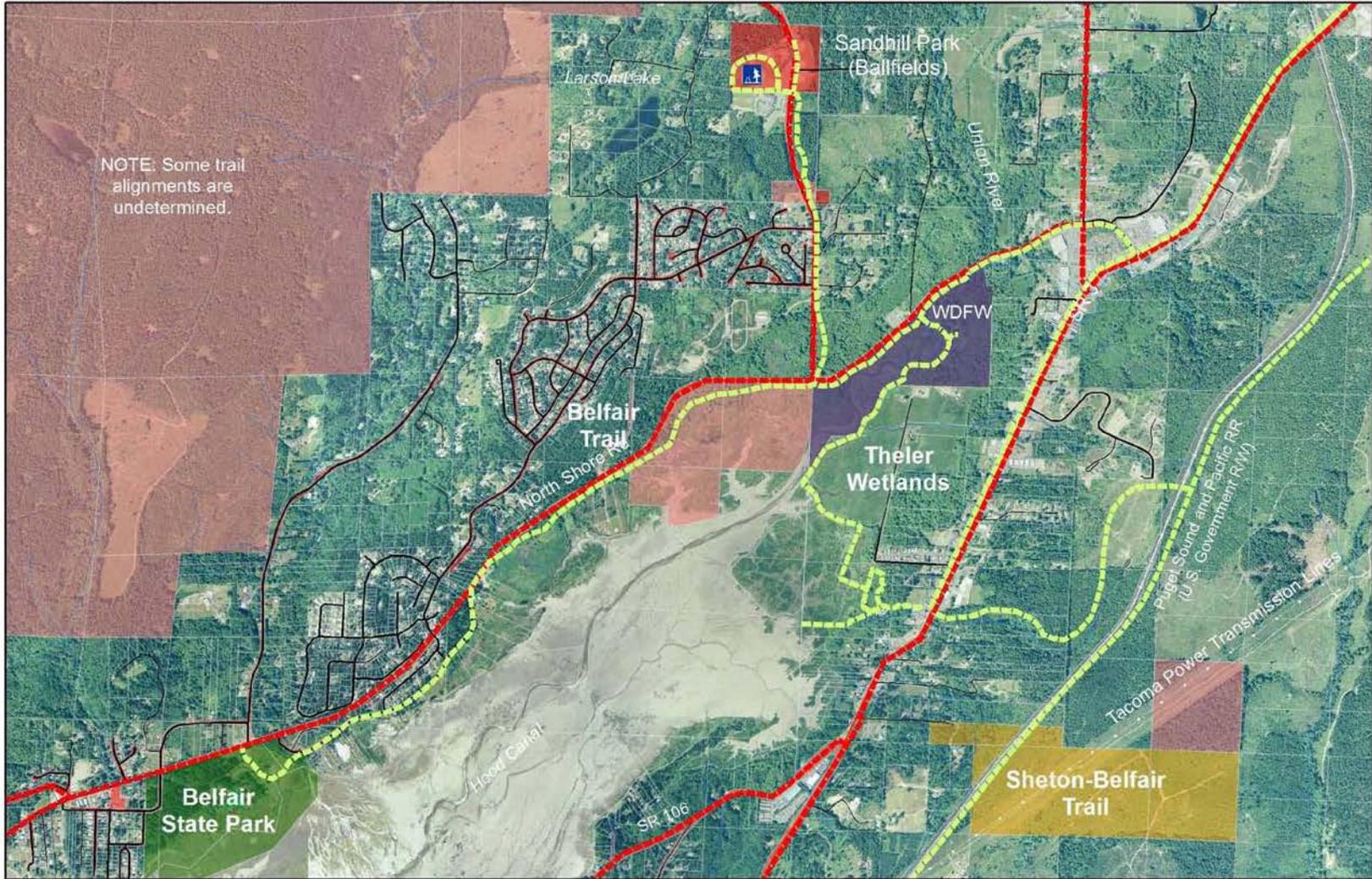


Figure 8-7
Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





NOTE: Some trail alignments are undetermined.

5. Belfair State Park-Theler Wetlands

- Potential Trail and Bikeway Corridors
- Off-Street Facilities (Trails)
- On-Street Facilities (Bikeways)

- Predominant Land Ownerships
- WA State Parks
- WA DNR
- Mason County
- Green Diamond Resource Company
- Manke Timber/Lumber Company

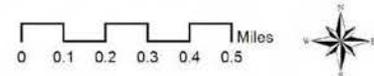
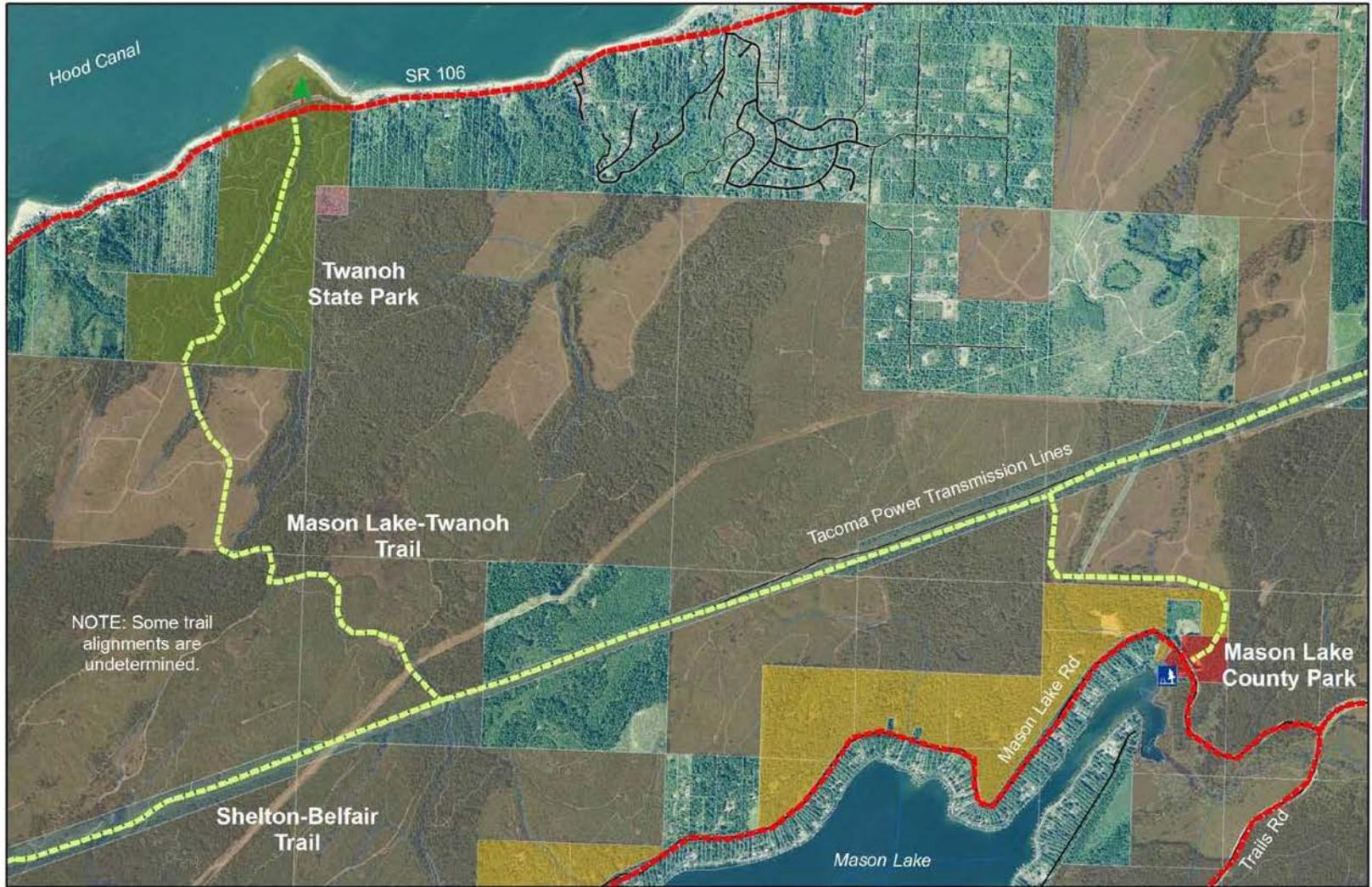


Figure 8-8
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





NOTE: Some trail alignments are undetermined.

6. Mason Lake-Twanoh State Park

- Potential Trail and Bikeway Corridors
- Off-Street Facilities (Trails)
- On-Street Facilities (Bikeways)

● Predominant Land Ownerships

- WA State Parks
- WA DNR
- Mason County
- Green Diamond Resource Company
- Manke Timber/Lumber Company

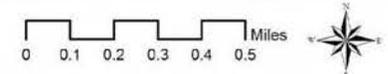
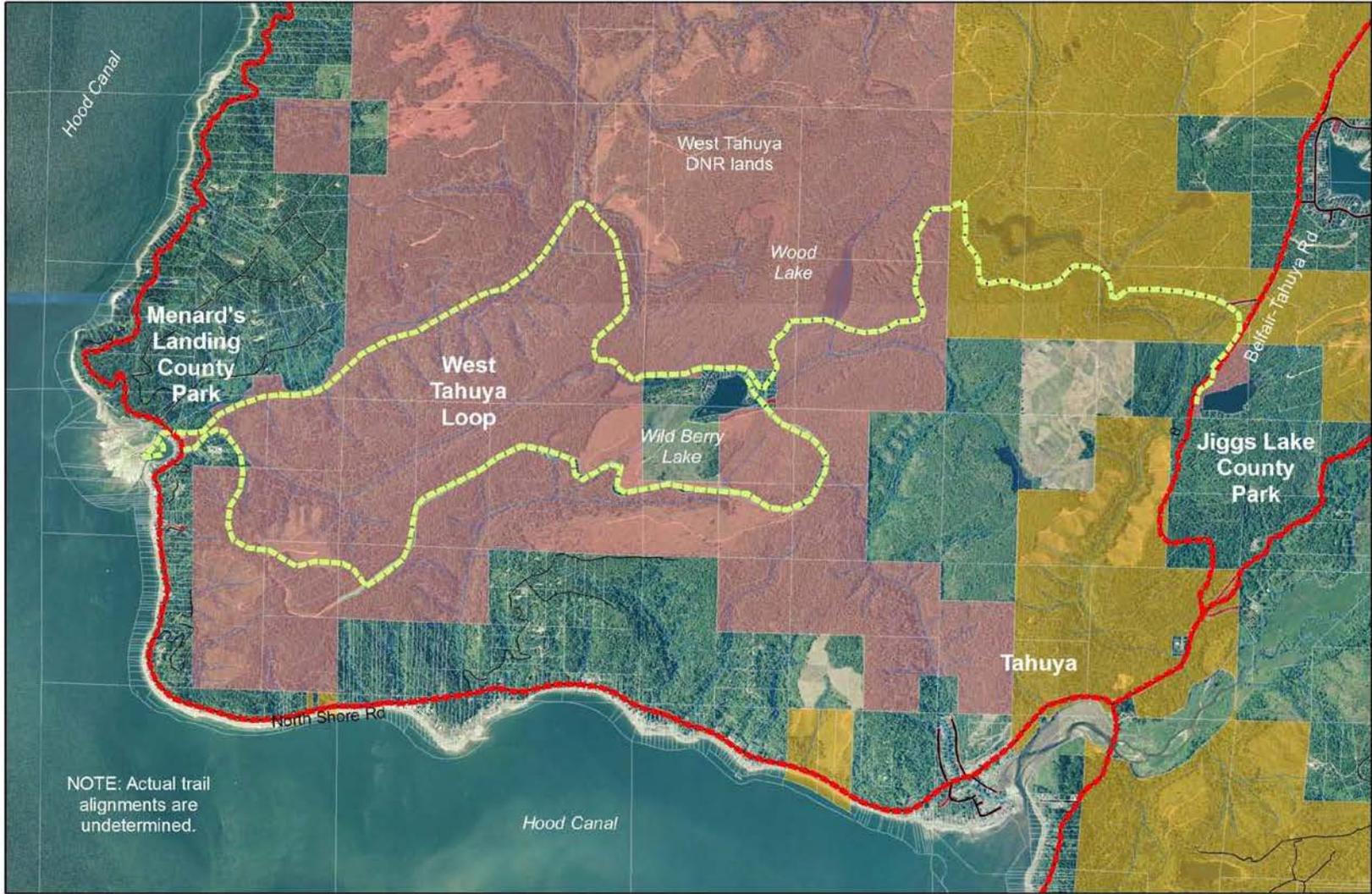


Figure 8-9
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





7. Menards Landing-Jiggs Lake

● Potential Trail and Bikeway Corridors

-  Off-Street Facilities (Trails)
-  On-Street Facilities (Bikeways)

● Predominant Land Ownerships

-  WA State Parks
-  WA DNR
-  Mason County
-  Green Diamond Resource Company
-  Manke Timber/Lumber Company

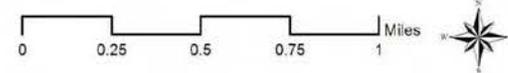
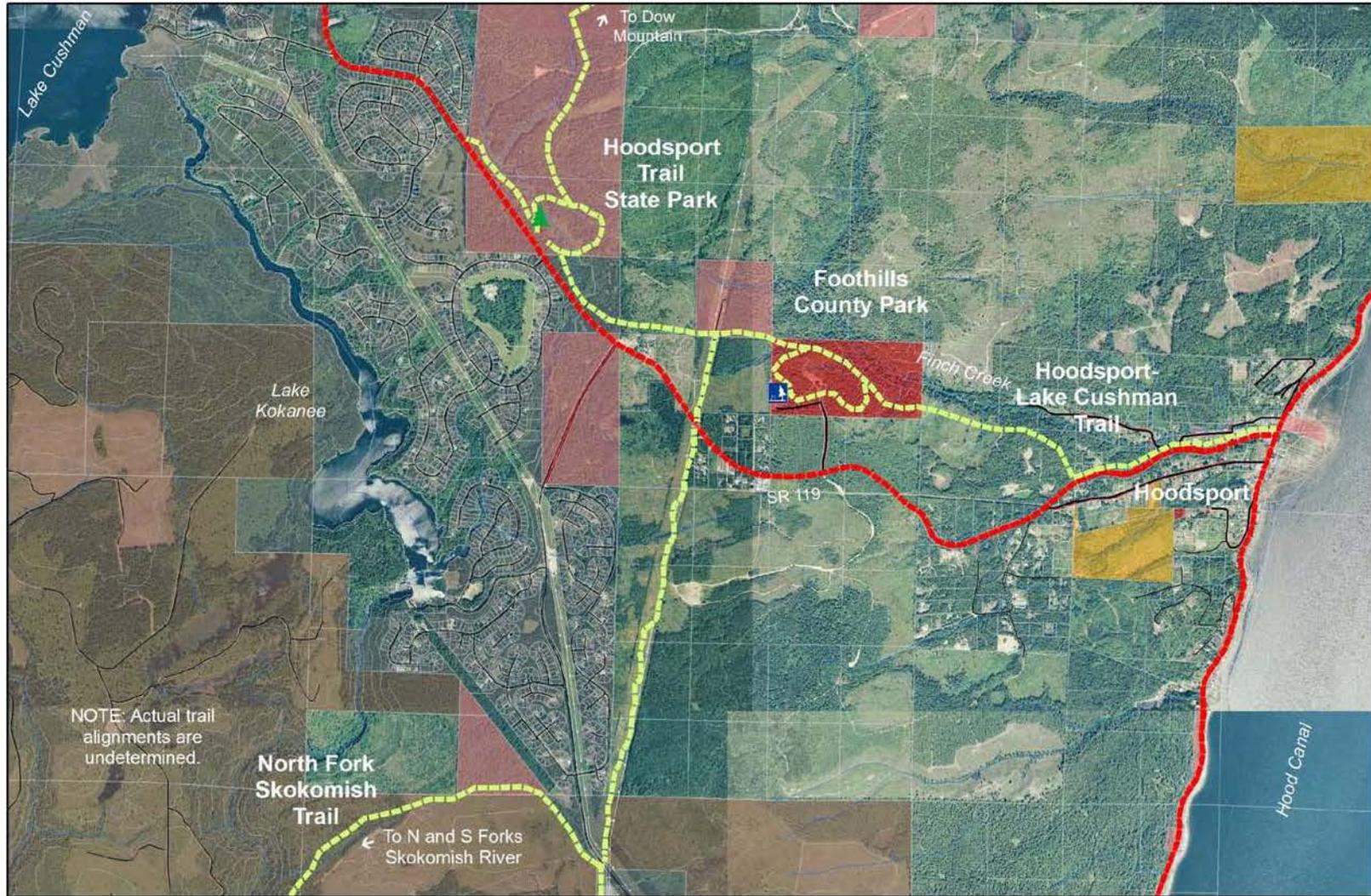


Figure 8-10

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





8. Hoodsport to Lake Cushman

● Potential Trail and Bikeway Corridors

- Off-Street Facilities (Trails)
- On-Street Facilities (Bikeways)

● Predominant Land Ownerships

- WA State Parks
- WA DNR
- Mason County
- Green Diamond Resource Company
- Manke Timber/Lumber Company

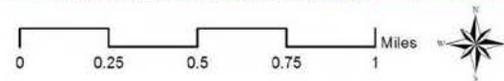
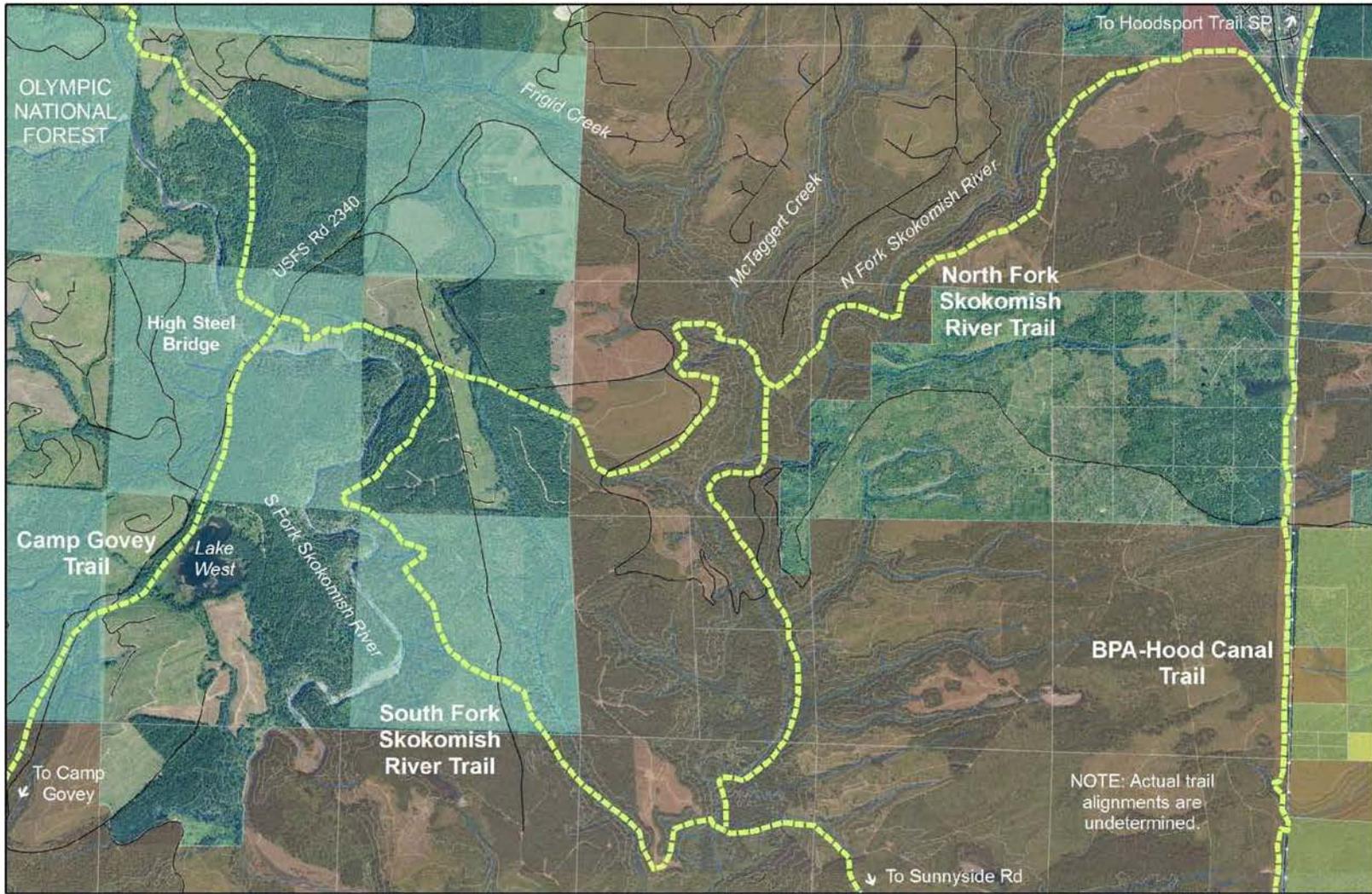


Figure 8-11
Mason County Regional Trails Plan
 Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08





9. North & South Forks Skokomish River

● Potential Trail and Bikeway Corridors

-  Off-Street Facilities (Trails)
-  On-Street Facilities (Bikeways)

● Predominant Land Ownerships

-  WA State Parks
-  WA DNR
-  Mason County
-  Green Diamond Resource Company
-  Manke Timber/Lumber Company

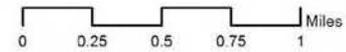


Figure 8-12

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



8.6 Trailheads and Trail-Related Facilities

Existing parks (both local and state) are generally adequate to serve most priority trail projects identified in this plan. However, significant improvements are needed in some areas. A few new sites should be considered to serve the regional trail system as it develops. A list of both major and minor trailhead locations is provided in Table 8–5 and all are shown in Figure 8–13. *Major* trailheads would include larger parking areas, typically ten spaces or more, along with restrooms, trash receptacles, information kiosks with trailhead maps, posted rules, and other user information, and for some sites, picnicking and interpretive facilities. These sites would generally be ADA-accessible. *Minor* trailheads would typically include smaller parking areas (ten or less spaces, graveled), minimal signing, and portable restrooms.

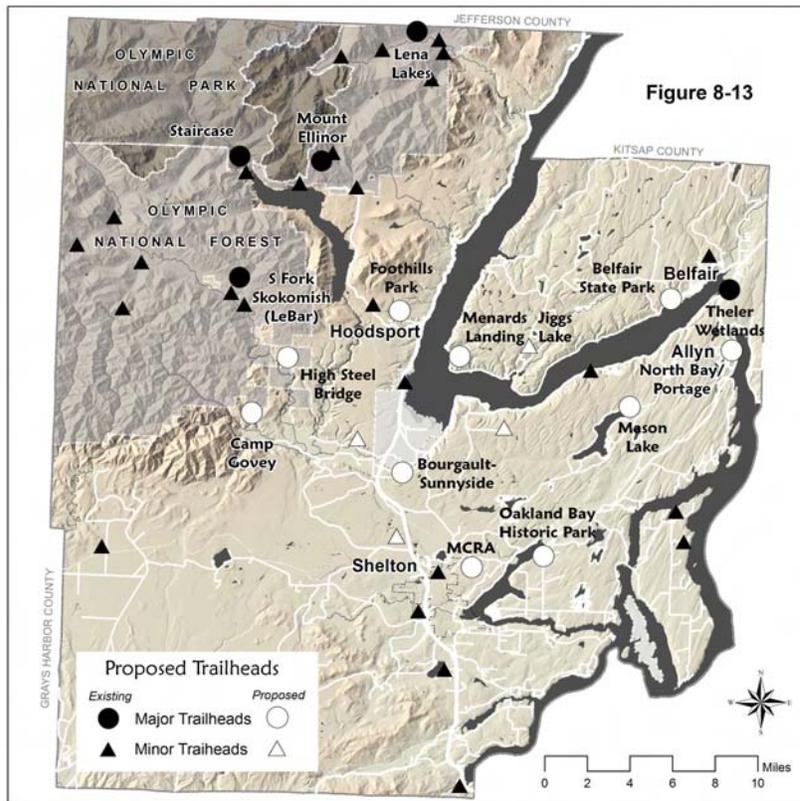
In addition to the major trailheads currently available, new sites or major improvements to existing sites should be considered to serve the regional trails system at the following locations:

Existing sites to be improved:

- Mason Lake County Park
- Mason County Recreation Area
- Menards Landing
- Foothills Park
- Goldsborough Creek
- Jiggs Lake

New sites to be developed:

- Camp Govey
- Oakland Bay Historic Park
- Bourgault Road (east end)
- Shelton-Belfair Trail (location to be determined)
- North Bay/Allyn/Portage
- Kennedy Creek



**Table 8–5
Trailhead Recommendations**

Land Manager/Site	Parking	Restroom	Signs/ Kiosk	Camping	Picnic Area
<i>Olympic National Park</i>					
Maintain/enhance existing					
<i>Olympic National Forest</i>					
Maintain/enhance existing					
Big Creek	10-20	Basic	Basic	Y	Y
Jefferson Ridge	<5	None	None	N	N
Mount Rose	20+	Basic	Basic	N	Y
S. Fork Skok/H.S. Bridge	10-20	Basic	Basic	N	Y
<i>State Parks</i>					
Maintain/enhance existing					
Belfair	20+	Standard	Standard	Y	Y
Harstine Island	10-20	Basic	Standard	N	Y
Hoodsport Trail	5-10	Basic	Standard	N	Y
Lake Isabel	5-10	Basic	Standard	N	Y
<i>Tahuya State Forest</i>	20+	Standard	Standard	Y	Y
<i>Mason County Parks</i>					
Oakland Bay Historical Park	10-20	Standard	Standard	Y	Y
Mason Lake	20+	Standard	Standard	N	Y
Camp Govey	20+	Standard	Standard	N	Y
Bourgault-Sunnyside	10-20	Basic	Standard	N	Y
Shelton-Belfair Trail	20+	Standard	Standard	N	Y
MCRA	20+	Standard	Standard	N	Y
Menards Landing	20+	Standard	Standard	N	Y
North Bay/Allyn/Portage	5-10	Basic	Basic	N	Y
Jiggs Lake	5-10	Basic	Basic	N	Y
Foothills Park	10-20	Standard	Standard	N	Y
<i>City of Shelton</i>					
Maintain/enhance existing	-	-	-	-	-
Goldsborough/Shelton Creeks	-	-	-	-	-
<i>Other</i>					
Theler Wetlands	20+	Basic	Standard	N	Y
Goldsborough Creek	5-10	Basic	Standard	N	Y
Kennedy Creek	5-10	Basic	Standard	N	Y

8.7 Off-Road Vehicle (ORV) Recreation in Mason County

ORV recreation was not fully addressed in the development of this plan. However, the Regional Trails Committee and the planning team recognized that ORV recreation is enjoyed by a many residents as well as visitors who travel considerable distances to recreate at the county's only designated ORV facility at Tahuya State Forest. It was agreed that these and other opportunities warranted more serious consideration and that a subsequent planning effort should be initiated to consider the needs specific to this community of trail users. As a result, the following recommendations were developed for this plan. All can be considered short-term priorities.

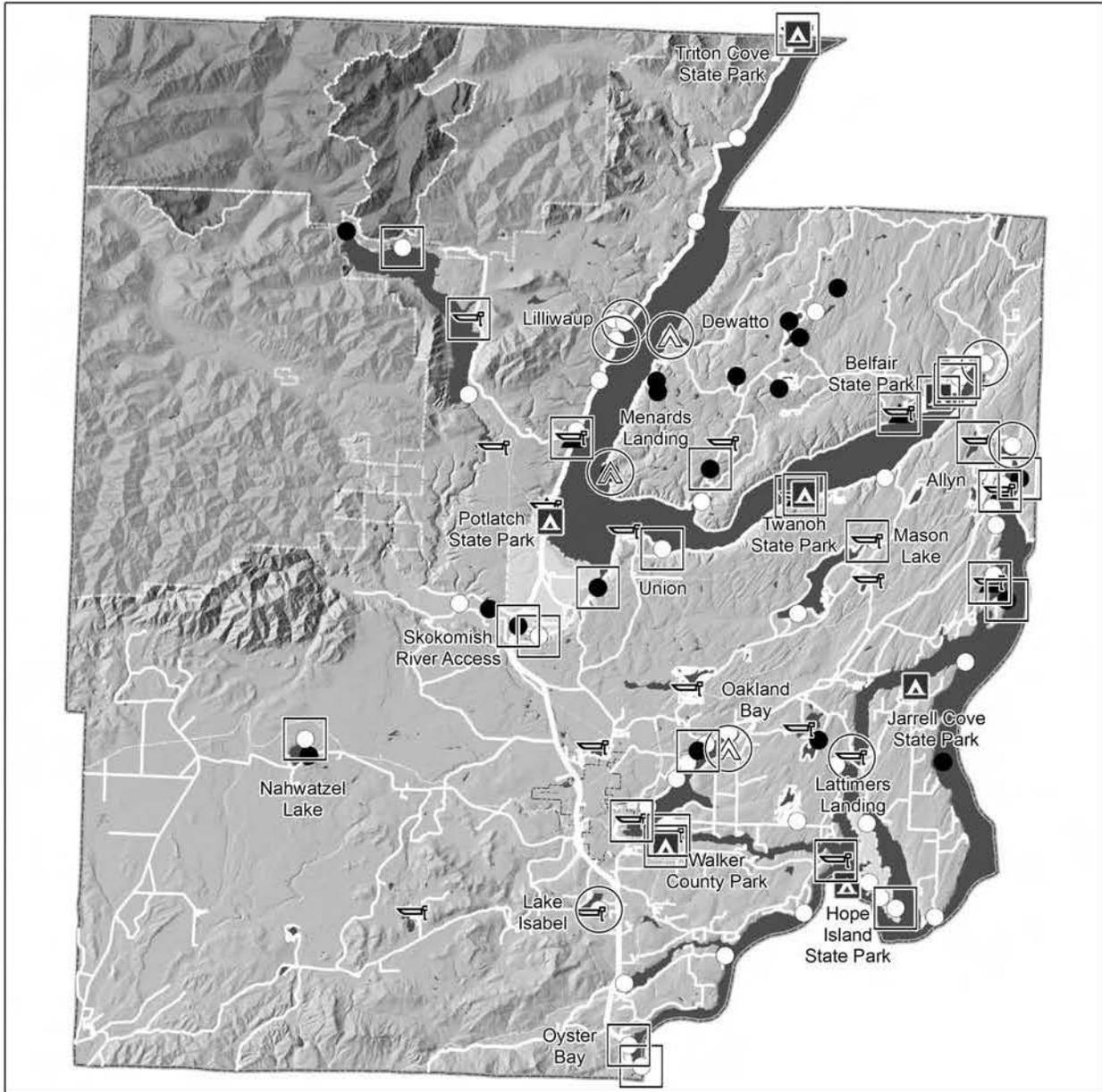
- 8.7.1 Conduct an ORV Feasibility Study in the future to examine additional ORV opportunities in Mason County. Partners could include Mason County, DNR, Washington State Parks, the U.S. Forest Service, and willing private landowners. A potential funding source for this effort could be the state NOVA fund administered by the Recreation and Conservation Funding Board.
- 8.7.2 The potential for designating selected county roads as designated ORV routes in the future should be researched as has been done in the Odessa area and Okanogan County.
- 8.7.3 The potential for a trail route to connect Green Diamond Resources land with the new Mason County Fairgrounds facility should be researched. This would require cooperation of adjoining private landowners as well as Green Diamond Resource Company. Possible partners are the Puget Sound Enduro Riders (PSER), mountain biking organizations, and Backcountry Horsemen.
- 8.7.4 A future ORV route from a staging area in Mason County to the Straddleline ORV Park in Thurston/Grays Harbor County's should be considered.
- 8.7.5 Possible options of ORV routes along powerline corridors should be explored.
- 8.7.6 Explore the option of creating an ORV "play area" or sports park somewhere in Mason County. This would not be a trail system or track facility, but a facility that provides for general ORV recreation.
- 8.7.7 Support educational efforts by the Mason County Sheriff's Department, local ORV organizations, and others that promote safe and responsible ORV use in Mason County.

8.8 Mason County Water Trails

Recommendations for water trails include improved access and launch facilities in the shoreline areas of the county generally, and additional opportunities for overnight parking at existing launch sites. Also, three additional campsites for water trail users are recommended, as illustrated in Figure 8–14. Information kiosks should be considered, where appropriate, and may include maps or charts and user information addressing boating safety, points of natural or historic interest, and the location of nearby services and restroom facilities. Potential new sites were identified in Section 4. Among these, both short-term and mid-term priority sites are listed in Table 8–6.

**Table 8-6
Water Trails: Short-term and Mid-term Priorities**

Site Name	Land Manager	Type	Restroom	Priority
Dewatto (CMT)	DNR	CMT campsite	Basic	1
Lake Isabel State Park	WSPRC	Lake access	Basic	1
Lattimers Landing	MC	Launch site	Basic	1
Lilliwaup Beach	WSDOT	Beach walk	None	1
South Lilliwaup	MC	Kayak launch	Basic	1
Menards Landing CP	MC	CMT campsite	Basic	1
North Bay	WDFW	Trail & view	Standard	1
Oakland Bay County Park	MC	CMT campsite	Standard	1
Union River access	WDFW	Trail & view	Basic	1
Twanoh State Park W	WSPRC	Boat launch	Standard	2
Twanoh State Park E	WSPRC	Dock, hand launch	Standard	2
Belfair State Park	WSPRC	Hand launch	Standard	2
Mason Lake County Park	MC	Boat launch	Standard	2
Walker County Park	MC	CMT campsite	Standard	2
Oyster Bay	WDFW	Trail & view	Basic	2
Squaxin Island	WSPRC	Kayak landing	Basic	2
Shorecrest County Park	MC	Beach access	Basic	2
Oakland Bay Marina	Port of Shelton	Boat launch	Standard	2
Stretch Point State Park	WSPRC	CMT campsite	Standard	2
North Bay Beach Access	WDFW	Beach access	Basic	2
Deveraux Lake	WDFW	Boat launch	Basic	2
Hood Canal NE	WDFW	Trail & view	Basic	2
Hood Canal Land Trust	Private	Trail & view	Basic	2
North Shore-Port of Allyn	Port of Allyn	Boat launch	Basic	2
Orre Nobles road end	MC	Beach access	None	2
Skokomish Estuary	WDFW	Hand launch & view	Basic	2
Bourgault Road	MC	Trail & view	Basic	2
Skokomish River Access	WDFW	Fishing & view	None	2
Lake Cushman-near Staircase	USFS	View	Basic	2
Lake Cushman Park	Private	View & hand launch	Standard	2
Jiggs Lake	MC	View & hand launch	Basic	2
Oakland Bay access	WDFW	Trail & view	Basic	2
Oyster Bay Overlook	WDFW	View	Basic	2
Triton Cove State Park	WSPRC	CMT campsite	Standard	2
Allyn Waterfront Park	Port of Allyn	Boat launch & park	Standard	2
Arcadia Boat Launch	Squaxin Tribe	Boat launch	Basic	2
Hoodsport Public Dock	Port of Hoodsport	Dock & view	Standard	2
Nahwatzel Lake access	WDFW	Boat launch	Basic	2
Fair Harbor	Port of Grapeview	Boat launch	Standard	2



● Water Trail Priorities

○ Priority 1

□ Priority 2

🚤 Boat Ramp

▲ Dock/Float

● Hand Launch

▲ CMT Campsite

△ Potential CMT Campsite

○ Other Access Potential

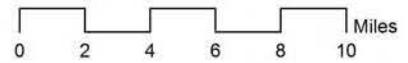


Figure 8-14

Mason County Regional Trails Plan

Mason County Parks and Trails, by Skookum Peak Consulting, 2/11/08



9. FUNDING AND IMPLEMENTATION

The successful funding and implementation of projects envisioned by this plan will require a dedicated effort by Mason County staff as well as partnering agencies and organizations. This section begins with a brief explanation of some of the factors that go into estimating project costs for priority projects. Also in this section, potential funding sources are discussed, including a brief description of some of the more promising state and federal sources that communities often rely upon for the development of trails and non-motorized transportation facilities.

9.1 Estimating Costs

The cost estimates for priority projects provided in Section 9.2 (see also Appendix C) are intended for general planning and grant seeking purposes only. Trail costs can vary considerably and depend on a number of factors. At the regional planning level, only conceptual information about specific projects is known. Actual costs depend on site conditions, facilities desired, final design features, bids offered, sources of funding, and other factors. A refinement of cost estimates can be expected as projects become more clearly defined in the final design phase. It is anticipated that on some projects, work will also be carried out by volunteers working with agency staff and/or contractors, which in some cases can reduce costs considerably.

Cost estimates are sometimes based on costs of completed public trail projects elsewhere in the region that are similar in nature. However, estimates should also consider average costs in the region for clearing, grubbing, excavation, drainage, surfacing, and any typical structures that might be anticipated, such as small trail bridges. A small percentage can be added to the cost of wildland trails to account for the difference between map-scaled trail lengths and actual constructed lengths. Approximately ten percent of the cost of construction is often added for design, contract preparation, and administration. Washington State sales tax should also be included in project costs. The cost for environmental analysis and permitting can be difficult to predict and are often excluded, although in most situations such costs are minimal for trail development.

Once the total costs for a particular project have been roughly estimated, grant applications can be prepared indicating which resources are available and what amount of support is necessary to develop the project. Upon grant approval, more detailed analysis and estimating can be conducted prior to contracting and construction. Final design and engineering tasks are sometimes paid for through approved grants, which can be helpful in developing more accurate cost estimates.

9.2 Short-term Priority Projects

A list of short term priority projects recommended by this plan is presented in Table 9–1 below, including estimated costs for all Mason County projects, approximate timeframes, and the lead agency for each project. (The projects are presented alphabetically.) Estimates for city, state and federal agency projects are not included, since they conduct their own scoping, estimating, and budgeting for projects within their jurisdiction. Potential funding sources that may be particularly helpful to these projects are noted. These sources are grant programs administered by the state and are further described in section 9.3

- ALEA Aquatic Lands Enhancement Account
- LWCF Land and Water Conservation Fund
- NOVA Non-Highway and Off-Road Vehicle Activities Program
- NRTP National Recreational Trails Program
- SRTS Safe Routes to Schools Program
- TE Transportation Enhancements
- WWRP Washington Wildlife Recreation Program

Mason County Project Summary

As shown in Table 9–1, thirteen of the twenty trail projects listed involve Mason County as the responsible entity to move these projects through project planning, design, and development (other agencies might also be participating). The total estimated costs for these thirteen projects is in the range of \$2.7 million. Development of the larger projects, particularly the Camp Govey trails and the Shelton-Belfair Trail, will likely be phased over several years. A proposed feasibility study for Camp Govey will include planning and conceptual design work and perhaps some final design of facilities. For the Shelton-Belfair Trail, a master plan including route delineations and design concepts for trails and related amenities is recommended. Other suggested planning and design studies are noted in Section 8.3.7.

Each of the remaining projects in Table 9–1 could potentially be designed and constructed as a single funded project that does not require phased funding or development. This includes three projects at the bottom of the table: a Mason County bicycling map, a kayak camp and launch at Dewatto and Lilliwaup, and an ORV feasibility study, with an estimated combined total of \$135,000 to move these projects forward. The total budget for Mason County-led projects is approximately \$2.9 million.

All agencies are also encouraged to consider early development of the mid-term priority projects listed in Table 8–2, especially as they develop budgets and work plans for the coming years.

**Table 9–1
Short Term Projects: Funding and Implementation**

	Trail Projects	Responsible Agency	Design/ Development	Estimated Cost	Potential Funding Source	Funded?
1	Camp Govey Trails	Mason Co Parks and Trails	2009-2013	\$1,500,000	TE NOVA	Yes (feasibility)
2	Foothills Park Loop	Mason Co Parks and Trails	2009-2010	\$95,000	NOVA WWRP	No
3	Goldsborough Creek Trail	Mason Co Parks and Trails	2009-2010	\$65,000	WWRP	No
4	Kennedy Creek Trail	Mason Co Parks and Trails	2011-2013	\$155,000	NOVA WWRP	No
5	MCRA Loop Trail	Mason Co Parks and Trails	2009-2010	\$50,000	WWRP SRTS	No
6	Menards Landing Trail	Mason Co Parks and Trails	2009-2010	\$10,000	ALEA	No
7	Menards to Jiggs Lake	WDNR	2009-2010	N/A	NOVA	No
8	North Bay Trail	Mason Co Parks and Trails	2009-2010	\$145,000	TE ALEA	No
9	Oakland Bay Trail	Mason Co Parks and Trails	2010-2012	\$110,000	TE, SRTS LWCF	No
10	Oakland Bay Historic Park	Mason Co Parks and Trails	2008-2010	\$120,000	NOVA WWRP	No
11	Oakland Bay View	WDFW	2009-2010	N/A	ALEA	No
12	S Fork Skokomish Trail	USFS	2010-2013	N/A	NRTP NOVA	No
13	Shelton Creek Trail	City of Shelton	2010-2013	N/A	TE, SRTS WWRP	No
14	Shelton-Belfair Trail	Mason Co Parks and Trails	2009-2013	\$290,000	TE, SRTS	No
15	Shelton-Skokomish Trail	WSDOT	2010-2013	N/A	TE, SRTS	No
16	SR3 Sidepath	WSDOT	2010-2013	N/A	TE, SRTS	No
17	Sunnyside-Bourgault Trail	Mason Co Parks and Trails	2009-2011	\$100,000	WWRP	No
18	Truman Glick Park Loops	Mason Co Parks and Trails	2008-2009	\$20,000	NRTP	Yes
19	Twanoh SP to Mason Lake	Mason Co Parks and Trails	2009-2010	\$75,000	NOVA	No
20	Washington State Parks	WSPRC	2008-2013	N/A	NOVA, NRTP	No
	Total			\$2,735,000		
	Other Projects					
21	Mason County Bicycling Map	Mason Co Parks and Trails	2008	\$35,000	TE	No
22	Dewatto/Lilliwaup Kayak Camp/Launch	Mason Co WDNR	2009-2011	\$50,000	ALEA	No
23	ORV Feasibility Study	Mason Co Parks and Trails	2009-2010	\$50,000	NOVA	No
	Total			\$135,000		
	Total All Projects			\$2,870,000		

Short-term Projects Timeline

Short-term projects are intended to be initiated or completed within the next five years (2008-2013). An approximate timeline for each project is provided in the table below.

**Table 9-2
Short-Term Projects: Suggested Timeline**

Short-Term Project	2008	2009	2010	2011	2012	2013+
1 Camp Govey Backcountry Trail System						
2 Foothills Park Loop						
3 Goldsborough Creek Trail						
4 Kennedy Creek Trail						
5 MCRA Loop Trail						
6 Menards Landing Trail						
7 Menards to Jiggs Lake						
8 North Bay Trail						
9 Oakland Bay Trail						
10 Oakland Bay Historic Park						
11 Oakland Bay View Trail						
12 S Fork Skokomish Trail						
13 Shelton Creek Trail						
14 Shelton-Belfair Trail						
15 Shelton-Skokomish Trail						
16 SR3 Sidepath						
17 Sunnyside-Bourgault Trail						
18 Truman Glick Park Loops						
19 Twanoh SP to Mason Lake						
20 Washington State Parks						
21 Mason County Bicycling Map						
22 Dewatto/Lilliwaup Kayak Camp & Launch						
23 ORV Feasibility Study						

9.3 Potential Funding Sources

Funding for the facilities recommended in this plan may be available from a number of federal, state, regional, and local sources. Many of the more common sources are listed below.

- Transportation Enhancement Grants
- Safe Routes to Schools Program
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program
- Traffic and Hazard Elimination Safety Grants
- National Scenic Byways Grants (includes state-designated byways)
- Public Lands Highways Program
- Surface Transportation Program (STP)
- Non-highway and Off-Road Vehicle Activities (NOVA) program
- National Recreational Trails Program (NRTP)
- Washington Wildlife and Recreation Program (WWRP)
- Land and Water Conservation Fund (LWCF)
- Aquatic Lands Enhancement Account (ALEA)

Transportation Enhancements Program

Since 1992, the principal funding source for non-motorized transportation in Washington State has been the federal Transportation Enhancements (TE) program administered by the Washington Department of Transportation. This program is contained within the "Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users" (or SAFETEA-LU) that was enacted by Congress in August 2005. (TE provisions under SAFETY-LU are similar to those of its predecessor, the Transportation Equity Act for the 21st Century, or TEA-21.)

Both on and off-street facilities may qualify for TE funding except trails that are principally intended for recreational enjoyment, private use, or provide no significant value to non-motorized transportation. (Details are available on the WSDOT website: www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm.)

Qualifying Transportation Enhancement projects in Mason County might include:

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation

- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Archaeological planning and research

Mason County has successfully competed for TE grants in recent years and will continue to apply for these funds as this plan is implemented. The TE program can provide much of the funding for larger projects, although local matching funds of up to twenty percent have been required in the past. The local match may or may not be required in future grant cycles. The most recent round of TE grants did not require matching funds. Where matching funds are required, the county's Paths and Trails Fund may be utilized for this purpose. This fund represents approximately one-half of one percent of the state fuel tax proceeds returned to the county each year to support local transportation needs. A similar fund also exists for incorporated cities.

Washington Recreation and Conservation Funding Board (RCFB)

Several other important sources, including both state and federal funds, are administered by the Washington Recreation and Conservation Funding Board (formerly known as the Interagency Committee for Outdoor Recreation or IAC). Major sources include:

- NOVA Non-highway and Off-Road Vehicle Activities Program
- N RTP National Recreational Trails Program
- WWRP Washington Wildlife and Recreation Program
- ALEA Aquatic Lands Enhancement Account
- LWCF Land and Water Conservation Fund
- BFP Boating Facilities Program

Grants under these programs could be pursued to develop a number of projects identified in this plan. Some sources require that an adopted plan (such as this) and a capital facilities plan are in place in order to qualify for funding. Details on all of these programs are available on the RCFB website: www.rco.wa.gov/rcfb/grants.asp.

Safety and Education Funding

A variety of state and federal programs support safety and education efforts within local communities, especially those that benefit children. Programs include:

- Safe Routes to Schools program (www.wsdot.wa.gov/bike/Safe_Routes.htm)
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program (www.tib.wa.gov)
- Traffic and Hazard Elimination Safety Grants

Local Sources

Local sources can range from bond issues, special levies, and real estate excise taxes, to the sale of surplus properties, increasing the percentage of state motor vehicle fuel tax proceeds that are dedicated to paths and trails, and the assessment of impact fees on new development.

The Paths and Trails Fund has been a very important funding source in many counties for non-motorized transportation facilities. State law mandates that cities and counties

reserve approximately one-half of one percent of their state fuel tax proceeds for projects that serve non-motorized users. In many communities, the Fund is utilized as a local match for state and federal grants to support the design and construction of paved shoulders, bike lanes, sidewalks, and separated pathways that provide significant benefits to non-motorized users.

The Conservation Futures Levy is another important source of local funding that can benefit trails. This levy makes up a small fraction of the property taxes collected each year and are used for land acquisition, including parks, trail corridors, and other recreation or open space areas. Funds cannot be used for development; however, up to fifteen percent of the funds can be used for maintenance and operations on acquired properties.

A Real Estate Excise Tax, or REET, is a locally enacted tax on the sale of property. A rate of up to 0.5 percent can be used to pay for projects identified in the capital facilities plan. A similar one percent excise tax can be used for land conservation purposes. (In San Juan County, a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors. The Land Bank was originally approved by voters in 1990 who again voted in 1999 to extend the program for twelve additional years.)

Private sector funding sources also exist and should not be overlooked. Donations of land, easements or right-of-way, as well as contributions of expertise, labor, and materials by businesses, organizations, and individuals have helped some communities develop entire projects or help meet local matching requirements. Partnerships with business, property owners, user groups, trail advocates, and others can help create opportunities and leverage resources. Working in collaboration with land trusts and tourism or economic development groups can bring similar benefits. Land trusts have been instrumental in securing sites and corridors of interest to the public, often through outright land purchases, but also by negotiating conservation easements on lands having significant environmental or recreational value.

Developer requirements in many cities and counties require that new developments provide a similar level of service for public parks and trails that exists in the city or county as a whole, or may require the payment of impact fees to help pay for those services. As a result, development projects can be a significant source for new trail opportunities. Some developers view this as a positive contribution to public infrastructure that is highly marketable and benefits the bottom line for their projects. A number of studies have found that access to an attractive trail system, for example, can be a major factor in a home-buyer's purchasing decision.

Regional Park and Recreation Districts

There are currently no park and recreation districts in Mason County (a district in Union was dissolved in 1999). Although creation of a district requires approval by only a simple majority of the voters in the affected area, passage of a levy to support the district's activities requires sixty percent approval under state law. Park and recreation district boundaries are normally established by the Board of County Commissioners when the measure is put forward to the voters. Such districts can develop and maintain a variety of facilities in a given area, from community pools and ballfields to parks, water access and trails. They are considered junior taxing districts and levies are generally kept to a fraction of the size of a typical school levy.

Volunteer Programs

Adopt-A-Trail programs help facilitate labor-intensive volunteer efforts such as clearing vegetation or planting trees and shrubs along trail corridors which can provide major contributions to a given project. The value of volunteer time can often be used as an in-kind local match for grants. Training for trail construction and maintenance is frequently available through the Washington Trails Association.

Volunteer efforts can supplement the work of agency staff and outside contractors in "hybrid" projects. In this format, the agency coordinates the project, the contractor provides the technical and heavy construction, and volunteers complete much of the labor-intensive part of the work, such as clearing or relocating native plants. The commitment of volunteer labor can be used to match grants, local funds are only needed for grant-writing and project administration. Clearly, not all projects are suitable for volunteers, but where they can be effective, volunteer programs can bring very important elements of reduced costs, community ownership, and ongoing stewardship. There are many examples of successful volunteer programs:

- *The International Mountain Biking Association (IMBA) Trail Care Crews* travel around the country presenting locally-based two and three-day training classes for volunteers. Interested residents of Mason County could potentially benefit from these workshops, and the county as a whole would benefit from high-quality, low-cost construction of mountain biking trails.
- *The Washington Trails Association* also sponsors volunteer outings and frequent training opportunities for the construction and maintenance of hiking trails.
- *Backcountry Horsemen of Washington* has been very active in volunteer trail maintenance of equestrian trails throughout the state, including Mason County.
- *Local kayaking groups* have adopted many of the Cascadia Marine Trail campsites in the Puget Sound region and could be active in implementing the kayaking recommendations in this plan.
- *Local groups* such as the Hood Canal Salmon Enhancement Group and Mary E. Theler Community Center have enjoyed considerable success with volunteer efforts in the North Mason area.

Technical Assistance

In lieu of funding, technical assistance is sometimes available from state and federal agencies. The National Park Service Rivers and Trails Program provides technical planning assistance to local government, state and federal agencies, nonprofit groups and tribes for development of trails and greenways. This community assistance arm of the National Park Service also provides support for community outreach and public involvement strategies in building trail partnerships (see www.nps.gov/rtca). The Washington Department of Transportation provides limited technical support for bicycle safety and education programs, as well as facility design and construction. Washington State Parks, the Department of Ecology, and IAC may also provide limited assistance. The National Center on Accessibility is a good source of technical information concerning access to trails and recreation facilities by those with disabilities.

Foundation Grants

Finally, non-profit organizations advocating for trails have had some success in Washington State obtaining modest foundation grants to support their efforts. Some programs may help pay for education, safety enhancements, support for volunteer programs, and in a few cases actual construction of facilities. Growing interest in public health issues nationally has led to improved opportunities for small grant funding for projects that contribute to public health and fitness.

Other Sources

For further descriptions of these and other sources, please refer to the 2006 Mason County Parks and Recreation Comprehensive Plan.

10. PUBLIC INVOLVEMENT

The goals, policies, projects and priorities contained in this plan were established through a citizen-driven process that included dozens of meetings with individuals, small groups and larger audiences over a period of several years. Monthly meetings of the Mason County Regional Trails Committee were held beginning in February 2007 and continuing through the summer and fall. An informal survey was conducted and public meetings were also held. A brief summary of the public's participation in the process and results of the survey are provided below. The overall planning process and the role of the Regional Trails Committee were explained in Section 2.

10.1 Public meetings

With completion of a preliminary draft of this plan, public meetings to present and discuss potential new trails and bikeways were held in Belfair, Hoodspout and Shelton in October 2007. Attendees were invited to comment on routes and facilities being considered by the Regional Trails Committee, to suggest priorities, and to offer new ideas of their own.

Belfair

At Belfair, there was discussion of expanding trail opportunities on DNR lands on the Tahuya Peninsula, including better linkages to lakes in the area, and at Sherwood Forest west of Allyn. Both areas are of particular interest to equestrians.

The chambers of commerce may be interested in contributing resources to developing new maps for trail users and cyclists. It was also noted that search and rescue volunteers are planning to GPS all trails in the county, in part to improve safety and efficiency in conducting search and rescue operations. The information could be made available to county parks staff or used for other mapping needs as well.

Safe routes to schools for kids remain an important concern for the Belfair community.

A trails committee member noted that several cabins that were removed from Camp Govey many years ago are still standing and may be available for restoration and relocation back to the site if the Camp Govey trail concept moves forward.

In terms of priorities, strong interest was expressed for the following areas:

- Theler Wetlands, including links to the proposed Pacific Northwest Salmon Center and the surrounding community
- Trail access along Hood Canal from Belfair to Belfair State Park and connecting to Theler Wetlands and the salmon center
- The potential loop system between Jiggs Lake and Menard's Landing
- Trail access along the Tacoma Power transmission lines between Union and Allyn
- Trail access along the BPA transmission lines between Shelton and Belfair

- Trail access along the railroad corridor between Shelton and Belfair
- Trails around and between a number of lakes on the Tahuya Peninsula
- A portage trail connecting Puget Sound (Case Inlet) with Hood Canal
- A new trail from Hoodsport to Foothills Park
- A trail connecting Mason Lake County Park and Twanoh State Park
- A link to the regional trail system for the Island Lake community
- Improvements to the Goldsborough Creek Trail with an extension to Dayton and beyond
- Development of the Camp Govey Trail, including the high bridge over Vance Creek
- Shoulder improvements along SR 3 for bicycling (from the county line south to Allyn and beyond)
- Shoulder improvements along US 101 and SR 106 for bicycling
- Improved bicycling loops at Grapeview and Harstine Island

Hoodsport

Despite a low turn-out, Hoodsport attendees expressed general support for more trail opportunities, especially walking trails, with an emphasis on the Hoodsport to Lake Cushman Corridor. The lack of a public corridor leading out of Hoodsport (other than the highway) makes it difficult to determine where such a trail might be located. Larger private timber holdings might offer potential routes if the landowners are willing to accommodate trail development. Potential new residential development in the area might provide an avenue for new trails as part of the permitting and review process.

There was also interest in developing a trail network at Foothills Park where parents might take their younger kids walking or biking.

In terms of priorities, the following were emphasized:

- A trail from Hoodsport to Foothills Park and Lake Cushman
- Trail connections between Theler Wetlands and Belfair State Park
- Trails in the area of the North and South Forks of the Skokomish River
- Bike access around Island Lake
- Mason Lake to Twanoh State Park trail

Shelton

Those attending the Shelton meeting were very interested in seeing new trail opportunities emerge throughout the county. It was noted that the Mason County trail system should link to the National Forest and to other regional trails outside the county. For trails like the proposed Camp Govey Trail, the Mason County Historical Society should be consulted for information relating to potential trail locations, interpretation and historic preservation.

Sidepaths along roads and highways, such as on Harstine Island, should be considered where space allows. It was also suggested that a bicycle bypass be considered to more safely negotiate the intersection at SR 3 and Pickering Road.

Equestrian volunteers have received approval to build many trails on Green Diamond property, especially in the south-central portion of the county. These are not considered permanent trails since the landowner maintains the ability to conduct harvest operations and related management activities which can require them to close trails or restrict access. In some cases volunteers will reopen or relocate trails, as needed to maintain access. Nevertheless, these trails should be recognized for their significant contribution to trail-based recreation in the county.

Specific priorities noted by attendees include the following:

- Goldsborough Creek Trail
- Camp Govey Backcountry Trail
- Trails on Harstine Island, especially a sidepath along North Island Drive from the bridge to the community club
- Trails along the lower reach of the Skokomish River
- Equestrian trails south of Dayton (also used by hikers and mountain bikers)
- The Hoodsport to Lake Cushman corridor
- West Tahuya trails and trails at Tahuya State Forest
- The Tacoma Power transmission lines west of Allyn

10.2 Public Surveys

Two surveys were conducted with respect to the development of this plan, as explained below.

2006 Mason County Trails Survey

The 2006 Parks and Recreation Plan includes results of a survey that was conducted in the summer of 2006. Over 600 people responded to a questionnaire that was distributed in a variety of ways, including 10,000 copies that were inserted in the local newspaper.

When asked to rate the importance of a wide variety of recreational facilities from ballfields and boat launches to swimming pools, trails, play areas, and campgrounds, walking trails rated well above all other choices. Walking trails were also rated as the preferred choice for potential improvements to Mason County parks. New trail development for walking and bicycling also rated higher than new park development in terms of spending priorities for the public, with the exception of new waterfront parks which rated higher than new trails.

A few other survey results are provided below:

- 63 percent of respondents were from the Shelton area
- 58 percent were female
- 23 percent said they use an ORV (mostly ATVs and motorcycles)
- 78 percent identified a need for more public access to shorelines

- 75 percent indicated they were either very or somewhat supportive of paying higher taxes to pay for the maintenance and operation of potential park improvements (such as new parks or trails)

2007 Trails Survey

In the summer of 2007, another questionnaire, focused much more on trails, was also circulated to the public by staff and trail committee members, distributed at various events, and made available to download from the county's website. While it was not intended to be a rigorous survey, the purpose was to invite people who are interested in Mason County trails to comment on the types and locations of trails they might prefer to use if more facilities were available. Approximately 250 people responded. A summary of results of this survey are provided below.

When asked which types of trails are most important, the response was as follows:

- 66 percent – Along waterways/links to natural resources
- 64 percent – Backcountry trails
- 63 percent – Trails that link with other trails
- 46 percent – Trails that link communities or points of interest
- 36 percent – Water trails
- 28 percent – Bikeways on roads
- 28 percent – Fitness Trails
- 28 percent – Sidewalks adjacent to roads
- 26 percent – Trails to schools, parks and other facilities
- 13 percent – ORV trails
- 3 percent – Equestrian trails

When the same people were asked which types of trail activities their household participated in during the previous year, the results were as follows:

- 77 percent – Walking/Hiking
- 42 percent – Bicycling
- 41 percent – ORV
- 32 percent – Four-wheel drive
- 40 percent – Boating, canoeing, kayaking
- 14 percent – Horseback riding

For people who said they had not used trails in the past five years, the most common reasons given were that there were either no trails or not enough trails to choose from in Mason County or near where they lived. Safety was a secondary concern, and some identified trailhead access as a limiting factor. Many people commented that bicycling facilities on the road system were also inadequate.

People were asked to indicate what change in circumstances would be most likely cause family members to use trails more often. The most common response was for new and expanded trail opportunities, which rated significantly higher than making trails safer or improving trailhead access.

Roughly half of the respondents said they participated in ORV recreation. The vehicle used most was four-wheel drive, followed by motorcycle and ATV in that order.

When people were asked if they would be willing to volunteer their time to either maintain existing trails or help build new ones, nearly eighty percent said yes.

People were also asked to name their favorite trail. This question generated a wide array of responses, with Theler Wetlands leading for non-motorized trails and Tahuya leading for motorized. They were then asked to describe their “dream trail” of the future, including where it might be located. This too brought a large number of responses for many kinds of trails in many areas of the county. (The input was reviewed by the Regional Trails Committee in developing the recommendations contained in this plan.)

Other survey results suggested a greater preference for unpaved trails over paved. Trails that are three to five miles in length were very much preferred over trails less than a mile long, and somewhat preferred over trails that are longer than five miles.

Finally, when asked about additional fees and taxes to pay for new trails, thirty-five percent said they were willing to pay at least fifty dollars more per year in taxes or fees for new trail systems. Another fifty-three percent said they would pay a smaller amount. Twenty-two percent wanted no additional funding.

Again, this was not a scientific survey and the results only offered a snapshot of interests among those who participated.

For more detailed information on these surveys, including complete response data and specific comments on trails that were received from the public, please contact Mason County Parks and Trails.

APPENDICES

Appendix A, Benefits of Trails and Greenways

Appendix B, Washington Safe Routes to Schools Program

Appendix C, Trails System Data

Appendix A



ECONOMIC BENEFITS OF TRAILS AND GREENWAYS

COMMUNITY GEMS

Like a magnificent gem on display, trails and greenways attract visitors from near and far. Many communities realize the economic potential of these highly desirable recreation destinations. Trails and greenways bring job growth in construction and maintenance as well as tourism-related opportunities like river rafting tours, bike rentals, restaurants and lodging. A National Park Service study revealed that the economic impact of a trail involves a combination of newly created trail-related jobs and the expansion of existing businesses related to travel, equipment, clothes, food, souvenirs and maps.¹ That is only the beginning of the importance these amenities can have for a community's economy. The ecological benefits of greenways can help communities mitigate costs associated with the control of water and air pollution and flood management. Dedicated trail and greenway corridors can also play a valuable role in preserving linear space for future infrastructure needs. Trails and greenways can increase perceived quality of life in a community, and consequently attract new businesses.



Service-related businesses such as equipment rental and gift shops, and cafes like the Prairie Path Delicatessen in Illinois, spring up near trails and greenways to take advantage of their popularity. (Photo: Jean Mooring)

Americans living in rural, suburban and urban communities are demanding that green places be protected as a way to maintain their quality of life. Local governments are finding they can no longer permit poorly planned development if they are to compete for residents and businesses and pay for the infrastructure costs associated with sprawling growth. Many companies seeking to relocate or establish a corporate headquarters have cited the availability of trails as a significant factor in their decision to choose one locale over another. Cities such as Providence, Rhode Island and Chattanooga, Tennessee, transformed industrial blight into beautiful and useful riverfront greenways and

WHAT ARE TRAILS AND GREENWAYS?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding and other forms of recreation or transportation. Some greenways include trails, while others do not. Some appeal to people, while others exist primarily as a habitat for wildlife. From the hills and plains of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

“IN THE LAST 12 MONTHS, WE’VE HAD MORE TOURISTS THAN IN THE LAST 30 YEARS. BEFORE, THERE WASN’T ANYTHING TO BRING THEM HERE.”

—ROCKMART, GEORGIA MAYOR
CURTIS LEWIS SPEAKING OF THE
SILVER COMET TRAIL, MAY 6, 2002,
ATLANTA JOURNAL-CONSTITUTION

trails as part of strategic plans to attract businesses and residents. Many cities have sought to emulate the success of the San Antonio Riverwalk in Texas, the anchor of the city's tourism economy by virtue of its links to popular stores, restaurants and other destinations. While the Riverwalk is a truly unique urban environment that would be difficult to emulate, many communities find that trails and greenways provide the tools to turn geographic resources into community trademarks that become focal points of civic pride and key attractors of new residents and businesses.

- Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization. Miles of trails now connect millions of dollars of economic development, including new stadiums, housing, office space and riverfront parks.²
- A 1998 report by the Center for the Continuing Study of the California Economy found that conservation of open space and higher density development were essential to preserve a higher quality of life, an important factor in attracting employers and employees to California localities.³
- After considering several cities, Ruby Tuesday, Inc., moved its Restaurant Support Center to a site adjacent to the Greenway Trail in Maryville, Tennessee. Samuel E. Beall, III, chairman and CEO, stated, "I was very impressed with the beauty of the park, which helps provide a sense of community to this area, as well as the many benefits it provides to our more than 300 employees."⁴

"PROPERTIES ALONG THE TRAIL HAVE TAKEN OFF...I'VE GOT A LIST OF 300 PROSPECTIVE BUYERS WAITING FOR PROPERTY ALONG THE RIVER AND TRAIL, AND THEY'RE WILLING TO WAIT JUST FOR THOSE PROPERTIES."

—SUZAN BEAL, A SALES ASSOCIATE WITH
COLDWELL BANKER REAL ESTATE

2



Cyclists stop at the Hartsburg Cafe and General Store while traveling along the Katy Trail State Park, Missouri. (Photo: Rails-to-Trails Conservancy)

AN ECONOMIC BOON FOR COMMUNITIES

The body of academic work regarding the economic benefits of trails and greenways is quite substantial. The methodology of such studies varies greatly, just as different trails vary in characteristics such as length, populations served, and the nature of adjacent residential and commercial areas. Therefore, it is difficult to apply the conclusions of one or two studies to every trail or greenway and predict what impact a new greenway might have on a given community. The fact that most greenways are multi-objective and can be viewed at different scales also makes economic evaluation more complex and difficult.⁵ However, the evidence supporting the conclusion that trails and greenways improve local economies grows greater by the day. Across the United States, trails and greenways are stimulating tourism and recreation-related spending. Trail and greenway systems have become the central focus of tourist activities in some communities and the impetus for kick-starting a stagnating economy.

- According to a 1998 study, the direct economic impact of the Great Allegheny Passage exceeded \$14 million a year—even though the trail was only half-finished at that time.⁶ In Confluence, Pennsylvania, one of the project's first trailhead towns, the trail has encouraged the development of several new businesses and a rise in real estate values.⁷
- In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.

Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The trail has helped Leadville recover from the economic blow of a mine closure in 1999.⁸

- The Mineral Wells to Weatherford Rail-Trail near Dallas, Texas attracts approximately 300,000 people annually and generates local revenues of \$2 million.⁹
- Visitors to Ohio's Little Miami Scenic Trail spend an average of \$13.54 per visit just on food, beverages and transportation to the trail. In addition, they spend an estimated \$277 per person each year on clothing, equipment and accessories to use during these trail trips. The total economic benefit is impressive considering there are an estimated 150,000 trail users per year.¹⁰
- The Mispillion River Greenway in Milford, Delaware, is credited with inspiring downtown reinvestment and a net gain in new businesses, with more than 250 people now working in a downtown that was nearly vacant 10 years ago.¹¹

IMPACTS ON PROPERTY VALUES

Trails and greenways increase the natural beauty of communities. They also have been shown to bolster property values and make adjacent properties easier to sell. Perhaps the most famous example of the ability of dedicated greenspace to have such an impact is New York City's Central Park. Within 15 years of its completion, property values doubled and the city raised millions of dollars through taxes.¹² These economic impacts are seen across the country:

- A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin shows that lots adjacent to the trail sold faster and for an average of 9 percent more than similar property not located next to the trail.¹³
- In a 2002 survey of recent home buyers sponsored by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices.¹⁴
- Realizing the selling power of greenways, developers of the Shepherd's Vineyard housing development in Apex, North Carolina added \$5,000 to the price of 40 homes adjacent to the regional greenway. Those homes were still the first to sell.¹⁵

COMBINING ENVIRONMENTAL AND ECONOMIC BENEFITS

Trails and greenways can play an important role in improving water quality and mitigating flood damage. Greenways preserve critical open space that provides natural buffer zones to protect streams, rivers and lakes from pollution run-off caused by fertilizer and pesticide use on yards and farms. They also can serve as flood plains that absorb excess water and mitigate damage caused by floods. Such conservation efforts make good sense because they save communities money in the long run.

- The estimated annual value of the water filtration attributed to wetlands along a three-mile stretch of Georgia's Alchey River is \$3 million.¹⁶
- The lowest cost estimate for a water treatment alternative to natural water filtration created by wetlands in the Congaree Bottomland Swamp in South Carolina was \$5 million.¹⁷
- Approximately 10 million homes are located in flood plains across America. The Federal Emergency Management Agency estimates that flooding causes more than \$1 billion in property damages every year.¹⁸ Converting these areas to greenways would free that money to be spent on other needed projects. After years of devastating losses from flooding, Tulsa, Oklahoma, designed a greenway along Mingo Creek that preserved and enhanced the floodplain to include woodlands, wetlands, parks and trails. As a result of this and other important measures, flood insurance rates in Tulsa dropped by 25 percent.¹⁹

“THE TRAIL IS ALREADY ATTRACTING A LOT OF PEOPLE, AND WE'RE JUST STARTING TO MARKET IT. IT'S A MAJOR ASSET FOR OUR REGION, NOT ONLY BECAUSE OF THE TOURIST DOLLARS IT'S ATTRACTING, BUT ALSO BECAUSE IT'S A KEY PIECE OF OUR ECONOMIC REBUILDING EFFORTS.”

—U.S. CONGRESSMAN JOHN P. MURTHA (D-PENN.)
SPEAKING OF THE GREAT ALLEGHENY PASSAGE

HELPFUL RESOURCES

Steve Lerner and William Poole, "The Economic Benefits of Parks and Open Space," San Francisco: The Trust for Public Land, 1999. Available on the TPL Web site at www.tpl.org/tier2_cl.cfm?folder_id=725.

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Greg Lindsey and Michael Przybylski, *Economic Considerations in Planning Urban Greenways: A Brief Review*, Indiana University Purdue University at Indianapolis, Center for Urban Policy and the Environment, June 1998. Available online at www.urbancenter.iupui.edu/reports/Grnwy%20PDF%20Files/98-C14%20EconConUrGrwy.pdf.

ENDNOTES

1 *The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails*, National Park Service, Rivers, Trails and Conservation Assistance Program, 1992.

2 Testimony before the Committee on the Judiciary of the U.S. House of Representatives, June 20, 2002.

3 Steve Lerner and William Poole, *The Economic Benefits of Parks and Open Space*, The Trust for Public Land, p. 4.

4 *Enhancing America's Communities: A Guide to Transportation Enhancements*, National Transportation Enhancements Clearinghouse, November 2002, p. 11.

5 Greg Lindsey and Michael Przybylski, *Economic Considerations in Planning Urban Greenways: A Brief Review*, Indiana University Purdue University at Indianapolis, Center for Urban Policy and the Environment, June 1998.

6 Stephen Farber, University of Pittsburgh and Pennsylvania Economy League, Inc., *An Economic Impact Study for the Allegheny Trail Alliance*, January 1999, i-ii.

7 *Enhancing America's Communities*, p. 17.

8 *Ibid.*, p. 11.

9 *A Guide to Transportation Enhancements*, National Transportation Enhancements Clearinghouse, 1999, p. 11.

10 Ohio-Kentucky-Indiana Regional Council of Governments, *Trail Users Study, Little Miami Scenic Trail*, 1999, p. 15-32.

11 *Enhancing America's Communities*, p. 14.

12 Neighborhood Open Space Coalition, *Urban Open Space: An Investment that Pays*, New York City, 1990.

13 *Recreation trails, Crime, and Property Values: Brown County's Mountain-Bay Trail and the Proposed Fox River Trail*, Brown County Planning Commission, Green Bay, July 6, 1998.

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17 Floodplain Management Association, "Economic Benefits of Wetlands," *MFA News*, July 1994.

18 "National Flood Insurance Program," Federal Emergency Management Agency, www.fema.gov/fima/nfip.shtm, accessed April 1, 2003.

19 "Reducing Flood Damage – Naturally – in Tulsa," *American Rivers*, www.amrivers.org/floodplains toolkit/tulsa.htm, accessed April 1, 2003.



ABOUT THE CLEARINGHOUSE: A project of Rails-to-Trails Conservancy, the Trails and Greenways Clearinghouse provides technical assistance, information resources and referrals to trail and greenway advocates and developers across the nation. Services are available to individuals, government agencies, communities, grassroots organizations and anyone else who is seeking to create or manage trails and greenways.



TRAILS AND GREENWAYS CLEARINGHOUSE ■ 1100 17TH STREET, NW, 10TH FLOOR ■ WASHINGTON, DC 20036
TOLL FREE: 1-877-GRNWAYS ■ E-MAIL: greenways@transact.org ■ WEB SITE: www.trailsandgreenways.org



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Benefits of Trails and Greenways

Hosted by AmericanTrails.org

Building a better life through greenways and trails

The environmental, health, economic, and community benefits of trails for walking and riding.

From [Trails and Greenways Clearinghouse](#)

What Are Trails and Greenways?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding or other forms of recreation or transportation.



Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife. From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

Why Establish Trails and Greenways?

"To make a greenway is to make a community."

**--Charles E. Little,
Author of Greenways for America**

\$1.5 million annually.¹

* According to a study conducted by the U.S. Fish and Wildlife Service, birdwatchers spend over \$5.2 billion annually.²

Trails and greenways provide countless opportunities for economic renewal and growth. Increased property values and tourism and recreation-related spending on items such as bicycles, in-line skates and lodging are just a few of the ways trails and greenways positively impact community economies.

* In a 1992 study, the National Park Service estimated the average economic activity associated with three multi-purpose trails in Florida, California and Iowa was

Promoting Healthy Living

Many people realize exercise is important for maintaining good health in all stages of life; however many do not regularly exercise. The U.S. Surgeon General estimates that 60% of American adults are not regularly active and another 25% are not active at all.³ In communities across the country, people do not have access to trails, parks, or other recreation areas close to their homes. Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

"Three new gift shops have recently opened, another bike shop, a jewelry store, an antique and used furniture store, a thrift shop, a Wendy's Restaurant and a pizza and sandwich shop have also cropped up. All this is happening, and only with the PROSPECT of the trail opening in July. There is an air of excitement and anticipation now within this community. Something Connellsville has not felt for many years." - Chris Wagner, Executive Director of the Greater Connellsville Chamber of

Related topics:

- Accessibility
- Economic impact
- Health & trails
- Rails to trails
- Safe Trails Forum
- Planning

More resources:

- Bibliography
- Quotations
- Glossary
- Acronyms
- Tools
- Products & services

For more opportunities for training on trail design, construction, and management see the [National Trails Training Partnership area](#).

Commerce, Pennsylvania

Environmental Benefits

Greenways protect important habitat and provide corridors for people and wildlife. The preserved Pinhook Swamp between Florida's Osceola National Forest and Georgia's Okefenokee National Wildlife Refuge protects a vital wildlife corridor. This important swampland ecosystem sustains numerous species including the Florida black bear, timber rattlesnake and the Florida sandhill crane.

Trails and greenways help improve air and water quality. For example, communities with trails provide enjoyable and safe options for transportation, which reduces air pollution. By protecting land along rivers and streams, greenways prevent soil erosion and filter pollution caused by agricultural and road runoff.

Greenways also serve as natural floodplains. According to the Federal Emergency Management Agency, flooding causes over \$1 billion in property damages every year. By restoring developed floodplains to their natural state, many riverside communities are preventing potential flood damage.

Finally, trails and greenways are hands-on environmental classrooms. People of all ages can see for themselves the precious and intriguing natural world from which they often feel so far removed.

Preserving Our History and Culture

Trails and greenways have the power to connect us to our heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events, such as Native American trails and vast battle-fields. Trails and greenways draw the public to historic sites. The six-mile Bethabara Trail and Greenway in Winston-Salem, North Carolina draws people to the birthplace of the city, the original Moravian Christian village founded in the late 1700s. Other trails preserve transportation corridors. Rail-trails along historic rail corridors provide a glance at the importance of this mode of transportation. Many canal paths, preserved for their historic importance as a transportation route before the advent of railroads, are now used by thousands of people each year for bicycling, running, hiking and strolling. Many historic structures along canal towpaths, such as taverns and locks, have been preserved.

Create Greenways and Trails; Build a Better Life

As new development and suburbs are built farther and farther from cities, open spaces have disappeared at an alarming rate. People spend far too much time in traffic, detracting from time that could be better spent with their families and friends.

Through their votes, thousands of Americans have said 'yes' to preserving open spaces, greenways, farmlands and other important habitat. During the 1998 election, voters in 44 states approved over 150 conservation-related ballot initiatives. Trails and greenways provide what many Americans seek - close-to-home recreational areas, community meeting places, historic preservation, educational experiences, natural landscapes and beautification. Both trails and greenways help communities build pride by ensuring that their neighborhoods are good places to live, so that children can safely walk or bike to a park, school, or to a neighbor's home. Trails and greenways help make communities more attractive and friendly places to live.

Resources

1. The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails, National Park Service, Rivers, Trails and Conservation Assistance Program, 1992.
2. Economic Impacts of Protecting Rivers, Trails and Greenway Corridors, National Park Service, Rivers, Trails and Conservation Assistance Program, 4th edition, 1995.
3. Physical Activity and Health: A Report of the Surgeon General, U.S. Department of Health and Human Services, 1996.

Need trail skills and education? Do you provide training? Join the [National Trails Training Partnership!](#)




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What is Active Transportation?

Walking

"For decades, walking has been the forgotten mode of transportation. Yet walking is a critical component of our urban transportation system and a practical transportation choice with **powerful benefits** for both individuals and their communities" (America Walks).

There is **great potential for increasing the number of walking trips** in the United States. According to the 2001 National Household Travel Survey, 8.6 percent of all trips are made on foot; however, 25 percent of trips in the United States are a quarter mile or less. Many of these shorter trips could easily be made by walking.

Walking is **easy to do** and usually requires no special gear, skills or facilities. Unsurprisingly, it is the most popular form of physical activity in the United States (Glasgow, 2001).

According to a 2002 Survey, over half of **Americans would like to walk more** for exercise or transportation. Specifically, 63 percent claimed they would like to walk more for **errands**, while 38 percent would like to **walk to work** more. While walking is mainly associated with exercise, relaxation and fun, 35 percent of respondents also cite walking as a "good way to get around."

People point out a number of reasons for not walking more. But communities, groups and individuals can often improve the walking environment through relatively simple changes.

High traffic speeds make pedestrians feel less safe and therefore deter walking. Higher speed crashes are much more dangerous for pedestrians. Traffic calming can help reduce vehicle speeds and improve pedestrian safety.

Incomplete, poorly maintained or missing sidewalks
Absent, discontinuous or blocked sidewalks deter people from walking or force pedestrians onto the street or shoulder.

Lack of safe street crossings
A number of crossing aids, either alone or in combination, can be used to help pedestrians cross streets more safely.

Crime/personal safety concerns
In some areas, the fear of crime may be a greater barrier than actual crimes. Walking with a friend is a great way to alleviate safety concerns.

Dirty or unattractive walking environment
Keep your neighborhood clean by organizing a neighborhood clean-up day or encouraging littering prevention programs. Landscaping and street improvements can also help create a more inviting pedestrian environment.

See the [PBIC website](#) or the [Resources](#) section of this site for more information on these barriers and improvements. Find inspiration from the 2005 Top Ten Best U.S. Walking Cities.







Appendix B


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BICYCLING IN WASHINGTON

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CONTACT US

- [Charlotte Claybrooke: Safe Routes to School Coordinator](#)
360.705.7302

- [Contact WSDOT](#)

OTHER LINKS

- [Grants for Safe Routes to Schools](#)
- [Safe Routes Projects](#)

Safe Routes to School Design Resources

The Washington State Department of Transportation (WSDOT) Safe Routes to School Program provides resources to support local communities with Safe Routes to School. Safe Routes to School is a federal, state and local effort to enable and encourage children to walk and bicycle to school safely. There are three elements to Safe Routes to School -- engineering, education and enforcement. Here's how you can access resources to help establish and conduct a Safe Routes to School project in your community.



- [Safe Routes to Schools Grant Program](#)
- [Getting Safe Routes to School Technical Assistance](#)
- [Design Resources](#)
- [Developing School Walk/Bike Route Plans](#)
- [Evaluating Your School's Walk/Bike Routes](#)
- [City and County Safe Routes to Schools Contacts](#)
- [More Resources](#)

WSDOT Safe Routes to School Technical Assistance

To assist cities, counties, schools and school districts with this program, the Washington State Department of Transportation Safe Routes to School Coordinator is currently providing no-cost technical assistance to past/future grant recipients, applicants and interested communities. Contact Charlotte Claybrooke at (360) 705-7302 or email claybrc@wsdot.wa.gov. Technical assistance may include help with:

- [Walk/Bike Route Maps and Plans](#)
- [Student transportation safety audits](#)
- [Working with partner organizations and parent groups](#)
- [Design and program guidance](#)
- [Presentations to councils and committees](#)
- [School siting](#)
- [Funding opportunities](#)
- [Program evaluation](#)

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Walk Route Plans:

Washington requires School Walk Route Plans: All Washington State school districts are required to have suggested route plans for every elementary school (WAC 392-151-025).

- [Washington State's Guidebook for School Administrators](#), created by Washington's Office of the Superintendent of Public Instruction, Washington

Traffic Safety Commission and WSDOT, provides information about School Walk Route Plans:

- o direction on how to develop and implement school walk routes
- o procedures to identify pedestrian safety deficiencies along walk routes
- o ways for school administrators to work with local public works agencies

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Evaluation

- [Safe Routes to School Student In-Class Travel Tally Survey Form](#) - The Student Travel Tally Sheet is intended to help track the number of children walking and biking to and from school
- [Safe Routes to School Parent Survey Form](#) - The Parent Survey Form is intended to collect information from parents about how their children travel to and from school, what barriers there are to walking or biking to and from school, and their attitudes about walking and biking to school
- [Safe Routes to School Student In-Class Travel Survey and Parent Survey Instructions](#) - Instructions for the two forms above.
- [Safe Routes to School, School Environment Site Assessment](#) - This tool assess three aspects of a school environment, planning/policy, the physical environment and behavior, that can either encourage or discourage children and families from walking or bicycling to school.

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Funding Program

- [2005/2006 Awarded Safe Routes to School Projects](#) - This is a list of all projects that were awarded grants for funding from WSDOT in 2006.
- [2005/2006 Unfunded Safe Routes to School Projects](#) - This is a list of all projects that were not selected for funding from WSDOT in 2006.
- [2004/2005 Awarded Safe Routes to School Projects](#) - This is a list of all projects that were awarded grants for funding from WSDOT in 2005.
- [2004/2005 Unfunded Safe Routes to School Projects](#) - This is a list of the remainder of 2004 projects submitted in 2005, which did not receive an offer of funding in that cycle.
- [Washington Safe Routes to School Brochure](#) - Success stories from 2004/2005.

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Other related links:

- [The Washington Center for Safe Routes to School](#) is a clearinghouse of information hosted by the Bicycle Alliance of Washington and Feet First -- Featuring education curriculum materials.
- [The National Safe Routes to School Clearinghouse](#) a SRTS Guide, an online library and a variety of SRTS support materials. The National Safe Routes to School Clearinghouse hotline is 1-866-610-SRTS (7787)
- [Federal Highway Administration Safe Routes Program](#)
- [Washington Traffic Safety Commission School Zone Safety Program](#)

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Appendix C

Trails System Data

Trail Name	From	To	Length Miles	Existing Standard	Condition	Predominant Landowner	ADA Potential	Near School?	Likely Users	Proposed Standard	Priority
PRIORITY 1 TRAILS											
Bourgault-Sunnyside Tr	US101/WDFW	Purdy Cutoff	0.97	Road	UNDEV	Mason Co	Yes	N	Hike-bike	High	1
Camp Govey Loop	Camp Govey TH	Camp Govey Trail	0.16		UNDEV	Green Dia	Yes	N	Hike	High	1
Camp Govey Trail	N end high bridge	S end high bridge	0.12	Bridge	UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Camp Govey Trail	N terminus	Vance Cr high bridge	0.50		UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Camp Govey Trail	Old r/r grade north	Road 23	0.09		UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Camp Govey Trail	Camp Govey Trailhead	FS Rd 23	0.23		UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Camp Govey Trail	Vance Cr high bridge	S terminus r/r grade	1.97		UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Camp Govey Trail	N terminus	Vance Cr high bridge	0.13		UNDEV	Green Dia	Yes	N	Horse-bike	High	1
Fir Creek Trail	Camp Govey TH	FS Rd 23	0.35		UNDEV	Green Dia	No	N	Hike	Medium	1
Fir Creek Trail	FS Rd 23	Road 800 (Vance Cr)	1.34		UNDEV	Green Dia	No	N	Hike	Medium	1
Foothills Park Loop	Hoodsport-Cushman Trail	Hoodsport-Cushman Trail	0.61		UNDEV	Mason Co	Potential	N	Hike-bike	Medium	1
Goldsborough Creek Loop	Goldsborough Creek Trail	Goldsborough Creek Trail	0.18	Medium	GOOD	Private	Potential	Y	Hike	High	1
Goldsborough Creek Trail	E end existing trail	W end existing trail	0.57	Medium	GOOD	Private	Yes	Y	Horse-bike	High	1
Hartstene Is SP new	DNR rd TH	Forest junction	0.71		UNDEV	WSPRC	Potential	N	Hike	Medium	1
Hartstene Is SP Trail	Hartstene Is SP TH	E beach	0.29	Wildland	GOOD	WSPRC	No	N	Hike	Medium	1
Kennedy Cr Salmon Trail	Logging road access	Loop end	0.37	Medium	FAIR	Private	Potential	Y	Hike	Medium	1
Kennedy Cr Salmon Trail	Old Olympic Hwy	Kennedy Cr Salmon Loop	0.62	Road	UNDEV	Private	Potential	Y	Hike	Medium	1
Kennedy Creek Trail	Kennedy Cr Salmon Loop	S county line	0.97		UNDEV	Green Dia	Potential	Y	Hike	Medium	1
Lake Isabel S Loop link	Lake Isabel S Loop	Lake Isabel S Loop	0.11	Medium	FAIR	WSPRC	Potential	N	Hike	Medium	1
Lake Isabel SP E Loop	Lake Isabel SP N Loop	Loop end	0.37	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	1
Lake Isabel SP Loop W	Lake Isabel SP TH	Lake Isabel SP Loop N	0.34		UNDEV	WSPRC	Potential	N	Hike	Medium	1
Lake Isabel SP N Loop	Lake Isabel SP N Loop	Loop end	0.73	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	1
Lake Isabel SP S link	Delight Park Rd	Lake Isabel SP S Loop	0.07	Medium	FAIR	WSPRC	Potential	N	Hike	Medium	1
Lake Isabel SP S Loop	Delight Park Rd	Loop end	1.33	Medium	FAIR	WSPRC	Potential	N	Hike	Medium	1
MCRA Outside Loop	MCRA	MCRA	0.65		UNDEV	Mason Co	Potential	Y	Hike	Medium	1
Menards Landing Trail	Menards Trailhead	Point	0.24	Wildland	POOR	Mason Co	Potential	N	Hike	Medium	1
North Bay Trail	Allyn Trail	N Allyn WDFW access	0.67		UNDEV	WSDOT	Potential	Y	Hike-bike	Medium	1
North Bay Trail	N Allyn WDFW access	WDFW hatchery	1.00		UNDEV	Private	Potential	N	Hike-bike	Medium	1
Oakland Bay Park Loop	Oakland Bay Park	Oakland Bay Park	1.18		UNDEV	Mason Co	Potential	N	Hike	Medium	1
Oakland Bay Trail	WDFW access	E beach	0.30	Wildland	FAIR	WDFW	Potential	N	Hike	Medium	1
Oakland Bay Trail	Railroad Ave	SR 3 - R/R trestle	0.48		UNDEV	WSDOT	Potential	N	Horse-bike	High	1
Potlatch SP Loop	Potlatch SP	Potlatch SP	0.32	Wildland	FAIR	WSPRC	Potential	N	Hike	Medium	1
S Fork Skokomish Trail	HS Bridge	HS Bridge Overlook	0.18	Medium	POOR	USFS	Potential	N	Horse-hike	Medium	1
Shelton Creek Trail	7th St	Northcliff Rd	0.85	Wildland	UNDEV	Private	Potential	Y	Hike	Medium	1
Shelton-Belfair Trail	Shelton city limits	Mason Co Rec Area	1.63		UNDEV	Mason Co	Yes	Y	Hike-bike	High	1
Shelton-Skokomish Trail	Shelton Springs path end	US 101	0.98		UNDEV	Mason Co	Potential	Y	Horse-bike	High	1
Shelton-Skokomish Trail	Shelton Springs Rd	SR 102	0.56		UNDEV	WSDOT	Potential	N	Horse-bike	High	1
SR3 sidepath	Theiler Wetlands	Clifton Lane	1.18		UNDEV	WSDOT	Potential	Y	Hike-bike	High	1
Truman Glick Park Loop	Truman Glick TH	Truman Glick TH	0.72	Wildland	GOOD	Mason Co	Potential	N	Hike	Medium	1
Twanoh-Mason Lk	Twanoh jct	Mason Lake CP jct	1.70	Road	UNDEV	City Tacoma	Potential	N	Horse-bike	Medium	1
Twanoh-Mason Lk	Twanoh SP S bdy	Tacoma Power trans. line	1.44		UNDEV	Green Dia	No	N	Horse-bike	Medium	1
Twanoh-Mason Lk	Tacoma Power trans. line	Mason Lake CP	0.91		UNDEV	Green Dia	No	N	Horse-bike	Medium	1
Vance Gorge Trail	Fir Creek Trail	Lake Haven Trail	0.36		UNDEV	Green Dia	No	N	Hike	Wildland	1
Vance Gorge Trail	Camp Govey Trail	Lake Haven Trail	0.30		UNDEV	Green Dia	No	N	Hike	Wildland	1
W Tahuya DNR	Jiggs Lake	Menards Landing	5.67	Road	UNDEV	DNR	No	N	Horse-bike	Medium	1
W Tahuya DNR	Wildberry Lake	Menards Landing	3.47	Road	UNDEV	DNR	No	N	Horse-bike	Wildland	1
Priority 1 Trails			37.92								

Appendix C

Trails System Data

Trail Name	From	To	Length Miles	Existing Standard	Condition	Predominant Landowner	ADA Potential	Near School?	Likely Users	Proposed Standard	Priority
PRIORITY 2 TRAILS											
13th St path	Near E St	Northcliff Rd	0.32	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	2
Allyn Trail	Portage Trail	Allyn Waterfront Park	1.19		UNDEV	WSDOT	Yes	N	Hike-bike	High	2
Belfair Plateau Trail	Theiler Wetlands	Shelton-Belfair Trail	1.06		UNDEV	Private	Potential	Y	Hike-bike	Medium	2
Belfair Trail	Belfair SP	Old Belfair Hwy	2.72		UNDEV	WSDOT	Potential	Y	Hike-bike	High	2
Belfair Trail	Belfair SP	Old Belfair Hwy	0.35		UNDEV	WSDOT	Yes	Y	Hike-bike	High	2
Bourgault Nature Loop	Purdy Cutoff	Overlook	0.32		UNDEV	Mason Co	Yes	N	Hike	High	2
Bourgault-Sunnyside Tr	Sunnyside Rd	US101 S Fork bridge	0.49		UNDEV	WSDOT	Potential	N	Hike-bike	Medium	2
Bourgault-Sunnyside Tr	US101 S Fork bridge	Bourgault Rd	0.25		UNDEV	WDFW	Potential	N	Hike-bike	Medium	2
BPA Hood Canal Trail	SR 119	N Fork Skokomish Trail	1.48		UNDEV	BPA	No	N	Horse-bike	Medium	2
Brockdale Rd sidepath	K Street	John's Prairie Rd	0.47	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	2
Camp Govey Trail	Matlock jct	S terminus r/r grade	4.32		UNDEV	Green Dia	Yes	N	Horse-bike	High	2
Camp Govey Trail	FS Rd 23	HS Bridge	2.84		UNDEV	Green Dia	No	N	Horse-bike	Medium	2
Dow Mt Summit Trail	Hoodsport-Cushman Trail	Hoodsport-Cushman Trail	3.00		UNDEV	DNR	No	N	Horse-bike	Wildland	2
Goldsborough Creek Trail	E R/R bridge	Matlock junction	10.38		UNDEV	Green Dia	Yes	N	Horse-bike	High	2
Goldsborough Creek Trail	Shelton SR3	Goldsborough Cr Trail	1.62		UNDEV	Private	Yes	Y	Hike-bike	High	2
Goldsborough Creek Trail	US101	E end existing	0.08		UNDEV	Private	Potential	N	Horse-bike	High	2
Hartstene Is access	E Hartstene Is Rd	DNR road trailhead	0.42		UNDEV	WSPRC	Potential	N	Hike	Medium	2
Hartstene Is SP cutoff	Hartstene Is SP Trail E	Hartstene Is SP Trail W	0.09	Medium	FAIR	WSPRC	Potential	N	Hike	Medium	2
Hoodsport Trail Loop	Hoodsport Trail SP	Hoodsport Trail SP	0.61	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	2
Hoodsport-Cushman Trail	Hoodsport Trail SP	Dow Mt Summit Trail	5.13		UNDEV	DNR	No	N	Horse-bike	Medium	2
Hoodsport-Cushman Trail	FS Rd 24	Big Creek Campground	0.12		UNDEV	WSPRC	Potential	N	Hike-bike	Medium	2
Hoodsport-Cushman Trail	Hoodsport	Foothills Co Park	1.74		UNDEV	Private	No	N	Hike-bike	Medium	2
Hoodsport-Cushman Trail	Foothills Co Park	Hoodsport Trail SP	0.96		UNDEV	Private	Potential	N	Horse-bike	Medium	2
Huff and Puff E link	Huff and Puff Trail	Huff and Puff Trail	0.05	Medium	GOOD	City Shelton	Potential	Y	Hike	Medium	2
Huff and Puff N link	Huff and Puff Trail	Huff and Puff Trail	0.12	Medium	GOOD	City Shelton	Potential	Y	Hike	Medium	2
Huff and Puff Trail	Shelton Springs Rd TH	Shelton Springs Rd TH	1.30	Medium	GOOD	City Shelton	Potential	Y	Hike	Medium	2
Huff and Puff W link	Huff and Puff Trail	Huff and Puff Trail	0.05	Medium	GOOD	City Shelton	Potential	Y	Hike	Medium	2
Jarrell Cove SP Loop	Jarrell Cove SP	Jarrell Cove SP	0.43	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	2
Jerrell Cove access	Wingert Rd	Jarrell Cove Trail	0.25		UNDEV	WSPRC	No	N	Hike	Medium	2
Jerrell Cove N dock	Near restrooms	N dock	0.08	Medium	FAIR	WSPRC	No	N	Hike	Medium	2
Jerrell Cove Trail	Wingert Rd	Jerrell Cove Trail	0.45		UNDEV	Mason Co	No	N	Hike	Medium	2
Lake Haven Trail	Lake Haven Rd	Lake Haven	0.10		UNDEV	Green Dia	No	N	Hike	Medium	2
Lake Haven Trail	Vance Gorge Trail	Upper Vance Cr Trail	0.70		UNDEV	Green Dia	No	N	Hike	Wildland	2
Lake Haven Trail	Upper Vance Cr Trail	Lake Haven Rd	1.21		UNDEV	Green Dia	No	N	Hike	Wildland	2
Lake Limerick link	Mason Lake Rd	Shelton-Belfair Trail	0.86		UNDEV	USA	Potential	N	Horse-bike	Medium	2
MCRA Inside Loop	MCRA	MCRA	0.32		UNDEV	Mason Co	Yes	Y	Hike-bike	High	2
N Fork Skokomish Trail	Tacoma Powerline Trail	Skokomish Forks Trail	3.17		UNDEV	Green Dia	No	N	Horse-hike	Wildland	2
N Fork Skokomish Trail	Skokomish Forks Trail	S Fork Skokomish Trail	2.35		UNDEV	Green Dia	No	N	Horse-hike	Wildland	2
Nahwatzel Lake Trail	Nahwatzel Beach Dr	N lake shore	0.93		UNDEV	Green Dia	No	N	Hike	Medium	2
North Island Dr sidepath	Hartstene Is bridge	E Hartstene Is Rd	3.30		UNDEV	Mason Co	Potential	N	Hike	Medium	2
Oakland Bay Park cutoff	Oakland Bay Park Trail	Oakland Bay	0.19		UNDEV	Mason Co	No	N	Hike	Medium	2
Oakland Bay Trail	SR 3 trestle	Shelton-Belfair Trail	3.07		UNDEV	USA	Potential	N	Horse-bike	High	2
Price Lake Trail	DNR road	N shore of Price Lake	0.11		POOR	DNR	No	N	Hike	Medium	2
S Fork Skokomish Trail	HS Bridge Overlook	Skokomish Forks Trail	0.54		UNDEV	Green Dia	No	N	Horse-hike	Medium	2
Shelton-Belfair Trail	BPA Transmission line	SR3	14.26		UNDEV	USA	Yes	N	Horse-bike	Medium	2
Shelton-Belfair Trail	SR3	Leave R/R r/w	2.81		UNDEV	USA	Potential	Y	Hike-bike	Medium	2
Shelton-Belfair Trail	MCRA	Puget Sound-Pacific R/R	3.50		UNDEV	BPA	Potential	N	Horse-bike	Medium	2
Shelton-Belfair Trail	Leave R/R r/w	SR3	1.40		UNDEV	Private	Potential	Y	Hike-bike	Medium	2
Shelton-Skokomish Trail	SR 102	Skokomish River	4.60		UNDEV	WSDOT	Potential	N	Horse-bike	High	2
Skokomish Forks Trail	S Fork Skokomish Trail	N Fork Skokomish Trail	2.55		UNDEV	Green Dia	No	N	Horse-hike	Wildland	2

Trails System Data

Appendix C

Trail Name	From	To	Length Miles	Existing Standard	Condition	Predominant Landowner	ADA Potential	Near School?	Likely Users	Proposed Standard	Priority
SR3 sidepath	Clifton Lane	Belair UGA E boundary	1.67		UNDEV	WSDOT	Potential	Y	Hike-bike	High	2
Tacoma Power Corridor	McReavy Rd	Mason-Twanoh Trail	6.41		UNDEV	City Tacoma	Potential	N	Horse-bike	Medium	2
Tacoma Power Corridor	McReavy Rd	Near Union	0.91		UNDEV	City Tacoma	Potential	N	Horse-bike	Medium	2
Tacoma Power Corridor	Mason-Twanoh Trail	SR3	4.12		UNDEV	City Tacoma	Potential	N	Horse-bike	Medium	2
Tacoma Power Corridor	SR3	Allyn	1.15		UNDEV	City Tacoma	Potential	Y	Hike-bike	Medium	2
Theler Wetlands	Trail end	Belair Trail	0.06		UNDEV	WDFW	Yes	Y	Hike	High	2
Twanoh-Mason Lk	Twanoh SP TH	Twanoh SP S bdy	0.79	Medium	GOOD	WSPRC	No	N	Hike	Medium	2
Priority 2 Trails			103.77								
PRIORITY 3 TRAILS											
Belair Trail	Old Belair Hwy	SR3	0.18		UNDEV	Mason Co	Yes	Y	Hike-bike	High	3
Bourgault-Sunnyside Tr	US101	S Fork Skokomish Trail	2.20		UNDEV	Green Dia	No	N	Hike-bike	Medium	3
BPA Hood Canal Trail	N Fork Skokomish Trail	Bourgault-Sunnyside Tr	4.98		UNDEV	BPA	No	N	Horse-bike	Medium	3
BPA Hood Canal Trail	Hoodsport-Cushman Trail	SR 119	0.30		UNDEV	City Tacoma	Potential	N	Hike-bike	Medium	3
Brockdale Rd sidepath	Brockdale Rd	Govey Dr	0.09	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	3
Brockdale Rd sidepath	John's Prairie Rd	Island Lake Dr	0.68	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	3
Coast railtrail	Matlock jct	W county line	10.36		UNDEV	Private	Yes	N	Horse-bike	Medium	3
E Hartstene Is sidepath	North Island Dr	Hartstene Is SP	0.77		UNDEV	Mason Co	Potential	N	Hike	Medium	3
Hartstene Is SP link	Hartstene Is SP TH	Hartstene Is SP Trail	0.13	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Hartstene Is SP Trail	Hartstene Is SP Beach Tr	Forest junction	0.55	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Hartstene Is SP Trail	Forest junction	Access road	0.24	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Hoodsport Trail SP link	Hoodsport Trail SP Loop	Lake Cushman development	0.38		UNDEV	WSPRC	Potential	N	Hike-bike	Medium	3
Hoodsport-Cushman Trail	Big Creek Loop	E road end	1.04		UNDEV	USFS	Potential	N	Hike-bike	Medium	3
Hoodsport-Cushman Trail	E road end	W road end	1.30		UNDEV	USFS	Potential	N	Hike-bike	Medium	3
Hoodsport-Cushman Trail	W road end	Lake Cushman	0.16		UNDEV	USFS	Potential	N	Hike	Medium	3
Hoodsport-Cushman Trail	Price Lake Trail	Big Creek Campground	1.68		UNDEV	DNR	Potential	N	Horse-bike	Medium	3
Hoodsport-Cushman Trail	Price Lake Trail	Price Lake Trail	2.81		UNDEV	DNR	No	N	Horse-bike	Wildland	3
Jerrill Cove link1	Jerrill Cove Trail	Access road	0.15	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Jerrill Cove link2	Jerrill Cove Trail	Access road	0.15	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Jerrill Cove link3	Jerrill Cove Trail	Access road	0.10	Medium	GOOD	WSPRC	Potential	N	Hike	Medium	3
Portage Trail	Lake Devereaux Rd	N Allyn WDFW access	1.25		UNDEV	Private	No	Y	Hike-bike	Medium	3
Portage Trail	Shelton-Belair Trail	Lake Devereaux Rd	0.83		UNDEV	Private	Potential	Y	Hike-bike	Medium	3
Price Lake Trail	Lake Cushman park	Hoodsport-Cushman Trail	0.56		UNDEV	DNR	No	N	Hike-bike	Medium	3
Price Lake Trail	Hoodsport-Cushman Trail	Price Lake	1.27		UNDEV	DNR	No	N	Horse-bike	Wildland	3
S Fork Skokomish Trail	HS Bridge	S Fork Skokomish Trail	4.22	Wildland	UNDEV	USFS	No	N	Horse-bike	Wildland	3
S Fork Skokomish Trail	Skokomish Forks Trail	N Fork Skokomish Trail	3.50		UNDEV	Green Dia	No	N	Horse-hike	Medium	3
S Fork Skokomish Trail	Sunnyside Trail	N Fork Skokomish Trail	2.07		UNDEV	Green Dia	No	N	Horse-hike	Wildland	3
Sandhill Trail	Belair Trail	Sandhill CP	0.88		UNDEV	Mason Co	No	Y	Hike-bike	Medium	3
Sandhill Trail	Main trail	trail end	0.15		UNDEV	Mason Co	Potential	Y	Hike-bike	Medium	3
Sandhill Trail	Sandhill Park	Sandhill Park	0.39		GOOD	Mason Co	No	Y	Hike-bike	Medium	3
Shelton Springs Rd path	Brockdale Rd	Wallace Kneeland Blvd	0.24	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	3
Shelton Springs Rd path	Wallace Kneeland Blvd	Shelton High School	0.47	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	3
Shelton-Belair Trail	Brockdale Rd	Shelton city limits	0.32	High	GOOD	Mason Co	Yes	Y	Hike-bike	High	3
Theler Wetlands	Theler center	Trail end	1.36	High	GOOD	Theler	Yes	Y	Hike	High	3
Theler Wetlands	Main trail	Trail end	0.03	Medium	GOOD	Theler	Yes	Y	Hike	Medium	3
Theler Wetlands	Main trail	End of pier	0.21	High	GOOD	Theler	Yes	Y	Hike	High	3
Theler Wetlands	Main trail	Main trail	0.19	Medium	GOOD	Theler	Yes	Y	Hike	Medium	3
Upper Vance Cr Trail	Lake Haven Trail	Potential link to ONF	0.26		UNDEV	Green Dia	No	N	Hike	Wildland	3
Wallace Kneeland Blvd	Brockdale Rd	Shelton Springs	0.26	High	GOOD	City Shelton	Yes	Y	Hike-bike	High	3
Priority 3 Trails			46.70								
All Trails			187.99								