

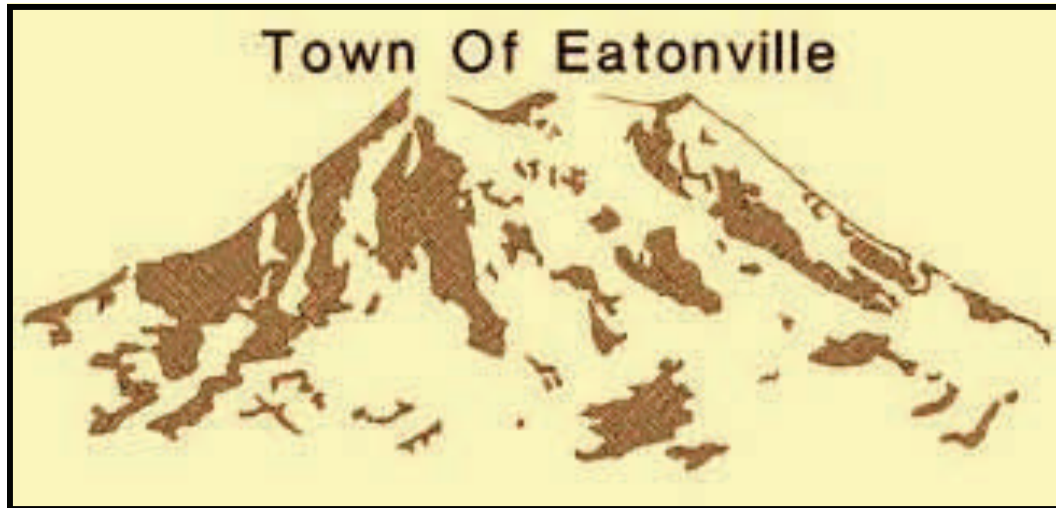
# *Eatonville Regional Trail Plan*



May, 2009



# EATONVILLE REGIONAL TRAIL PLAN



## Technical Assistance

Trail planning support and production of this document was provided by a grant of technical assistance from the Rivers, Trails, and Conservation Assistance (RTCA) program of the National Park Service. This assistance was requested by the Town of Eatonville through a written grant application. RTCA provides non-financial grants of technical planning assistance to communities working on local conservation and recreation projects. Assisting local communities achieve their conservation and recreation goals is one way the National Park Service achieves its mission of extending the benefits of conservation and recreation to the nation and world.

## Acknowledgements

### Lead Agency – Town of Eatonville

Tom Smallwood      Mayor of Eatonville

### Planning Team

Nick Bond              Town Planner  
Bryan Bowden        National Park Service – RTCA Program

### Advisory Committee

Bob Schaub	Eatonville Resident, Park Planning Commission & Park Volunteer
Bob Walter	Eatonville Resident & South Pierce County Historical Society
Duane Emmons	University of Washington, Pack Forest
Bob Myrick	Tacoma Wheelmen Bicycle Club & Mt Tahoma Trail Association
Len Throop	Eatonville Resident & Owner, Eatonville Outdoor
Dale Thompson	Eatonville Resident, Wildlife Artist & Naturalist
Eileen Finnigan	Tacoma/Pierce County Health Department
Bud Blancher	Eatonville Resident & Avid Bicyclist/Trail User

### Eatonville Town Council

Bobbi Allison  
Bruce Rath  
James Valentine  
Brenden Pierce  
Rich Adams

### Eatonville Planning Commission

Phillip Beach  
Elizabeth Harris  
Bob Schaub  
Larry Frink  
Chris Lambert  
William Fitzer  
Paul Treyz



### Dedication

This plan is dedicated to the memory of Bud Blancher who made his home in Eatonville for nearly 30 years. Bud was an avid bicyclist, pilot, mechanic, and world traveler. In 1960, he spent 13 months riding around the perimeter of the United States on a ten-speed bicycle working at airports and other odd jobs to help finance his trip. Two years later he spent over a year in Europe, working and traveling over 10,000 miles riding a motor scooter and sleeping in a tent. When flying, Bud would frequently strap his bicycle to the wing strut of his plane in order to get to town from wherever he landed. Bud is best known for the development of a more comfortable shoulder harness for use in small airplanes. He first made one for himself, then a few of his friends, and soon Bud's Aero Specialties (BAS Inc) was formed. BAS has sold over 12,000 harnesses all over the world.

In January, 2007, Bud was asked to serve on the Advisory Committee for the development of this plan. He was an active member of the committee until he passed away at age 75 on November 20, 2007.



Table of Contents

**Introduction.....8**

    The Planning Process

    Public Outreach and Participation

**Natural and Cultural Resources.....12**

    Geographic Setting

    Natural Resources

    Cultural Resources

**Vision, Goals, and Strategies.....25**

**Design Guidelines.....28**

    Type of Use

    Type of Trails

    Type of Surfacing

    Linkage

    Trailheads & Furnishings

    Safety

    Accessibility

    Liability

    Resource Management

**Management and Operations.....36**

    Management Partnership

    Maintenance

    Operations/Maintenance Funding

    Law Enforcement/Emergency Response

    Trail Safety

    Etiquette and Regulations

    Programming

    Good Neighbor Policy

    Volunteer Program

**Interpretation and Education.....44**

- Interpretive Themes
- Interpretive Methods
- Partners in Interpretation

**Trail Descriptions.....52**

- Rim Rocks to Nisqually Mashel State Park Trail
- Eatonville Highway Trail
- Ohop Valley Trail
- Mashel River Green Belt Trails
- DNR 5 and 8 Road Trails
- SR 161 Bike Lane
- Tacoma to Ashford ‘Rail-with-Trail’
- SR 706 Bike Lane

**Next Steps and  
Implementation.....83**

**Funding Opportunities.....85**

- Federal
- State
- Private Business and Foundations
- Community Fundraising, Donations, and In-Kind Contributions
- Information Sources

- Appendix I: Newsletter One.....92
- Appendix II: Newsletter Two.....94
- Appendix III: Newsletter Three.....98
- Appendix IV: Washington State ‘Recreational Use Statute’ .....102

Attachment: Rim Rocks to Nisqually Mashel State Park Feasibility Study

## Introduction

This document describes the Town of Eatonville's vision for a non-motorized trail system throughout town with regional connections to nearby attractions and points of interest. Eatonville will be preparing a more comprehensive 'Parks and Trails Plan' in the near future and will incorporate this trail plan into that document when it is prepared.

This plan addresses the need for pedestrian, equestrian, and bicycle trails in and around Eatonville that facilitate non-motorized mobility with regional connections to other communities, attractions, and trail systems. The plan includes the following components:

- Community vision for a town and regional trail system
- Design concepts
- Management, operations, and partnerships
- Interpretation and education opportunities
- Proposed trail locations and descriptions
- Recommendations for implementation
- Potential funding sources



## The Planning Process & Public Involvement

In the summer of 2006, the Town of Eatonville submitted a grant application to the National Park Service for technical planning assistance to prepare a regional trail plan and to help organize a public involvement component. The grant application was successful and planning began in January of 2007. A ‘Planning Advisory Committee’ was organized to provide advice and consultation as the plan was being developed.

### The Planning Process

The planning process began with the development of a vision and goals statement during the first two meetings of the advisory committee in early 2007. During subsequent meetings, the advisory committee discussed various ideas for trail design, location, management and operations, and interpretation and education opportunities. These meetings and discussions helped shape a shared vision for a regional trail system among everyone involved to be developed from new and existing trails. Last, the group developed descriptions and map graphics for each individual trail in the system.

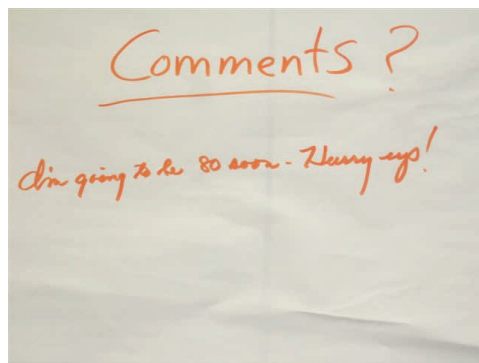
In late October, 2007, a public open house was held in the Eatonville Community Center to provide an informal public opportunity to learn about the trail planning project to date. The public was invited to review and comment on preliminary draft documents, maps, and other materials that had been developed up to that point prior to the task of writing a complete draft plan. Various information poster stations were designed and set up around the room that provided information on the following subjects:

- ***Project Background and Information*** – explained the origins of the planning project, who was involved, and how the project was organized
- ***Vision and Goals*** – presented the draft vision and goal statement developed by the advisory committee
- ***Natural and Cultural Resources*** – summarized the most significant natural and cultural resource features of the region

## EATONVILLE REGIONAL TRAIL PLAN

- ***Design Concepts*** – conceptual descriptions of desired design features of a trail system (types of trails, surfacing, trailheads, signs, etc)
- ***Management and Operations*** – discussion of how the trail system would be managed (partnerships, funding, emergency services, etc)
- ***Interpretation and Education*** – presented ideas for developing an interpretation and education program utilizing the trail system (themes, programs, methods)
- ***Trail Maps and Descriptions*** – map graphics and detailed trail descriptions for each individual trail recommendation
- ***Next Steps*** – bulleted information explaining what will happen next in the planning process (draft plan, formal public review, final plan production, adoption, implementation)

Approximately 30 people attended the open house and most everyone expressed appreciation for the planning that is occurring and a desire for the trail system to get built sooner than later. One elderly person wrote: “I’m going to be 80 soon. Hurry up!”



Armed with the work to date and the positive feedback from the October open house, the Advisory Committee met again to provide final thoughts and advice to the Planning Team on writing the draft plan. The first draft of the ‘Eatonville Regional Trail Plan’ was prepared over an eight month period from January to August, 2008. The first draft received a preliminary review by the Advisory Committee in August, 2008, and the draft plan was edited accordingly.

The draft plan was released for a formal 30-day public review and comment period beginning on November 13, 2008. A public meeting was held in the Eatonville Community Center on that date to present and discuss the draft plan and to mark the beginning of the public comment period. Final editing was made at the conclusion of the public comment period. Copies of this plan are available on CD by request to the Town Planner.

### Public Outreach and Participation

Keeping people informed and providing opportunities for review and input from area residents was essential to develop a plan that citizens would support and to ensure the success of implementation. The citizen advisory committee played a key role in providing community input into the planning process.

Newsletters were prepared and distributed at key points in the planning process to keep a wider audience of residents informed and engaged in the project (see Appendix I for copies of all three newsletters). In addition, the news media was continually kept informed throughout the project.



A public open house was held mid-way through the project to share ideas and information before the draft plan was assembled. Another public meeting was held to coincide with the formal release of the plan for a 30-day public review and comment period. The final plan will be reviewed by the Planning Commission who will make a recommendation for adoption to the Town Council. Last, the Eatonville Town Council will consider a resolution to formally adopt the final plan and the public will have the opportunity to comment in that process through regular procedures.

## Natural and Cultural Resources

### Geographic Setting

The Town of Eatonville is located in southeastern Pierce County, along the shores of the Mashell River and at the crossroads leading to and from Mount Rainier National Park. The Town is an urban community surrounded by farmlands and forests. The current population of Eatonville is in excess of 2,000 people and the Town serves a market (or service area) of about 4,000 people. State Highway 161 connects the Town of Eatonville with communities in Eastern Pierce County such as Puyallup, Graham, Buckley, and Orting. State Highway 7, which is also called the Mountain Highway, connects Eatonville to the cities of Tacoma, Olympia, and Yelm.





## Natural Resources

### *Geology*

Mount Rainier is a volcano built up above the surrounding Cascade mountain range by repeated eruptions and successive flows of lava. In geologic terms it is a relatively young volcano, only about one million years old. By contrast the mountains of the Cascade Range are at least 12 million years old and were created by the folding, buckling, and uplifting of the Earth's surface.



The natural landscape of the Eatonville area began to form at the end of the last ice age 13,000 years ago. As the Vashon ice sheet retreated toward Canada it left glacial outwash plains behind. Erosive forces of the Nisqually River and its tributaries, rushing down the steep slopes of Mount Rainier and the Cascade mountains, cut and shaped the hills and valleys of the upper Nisqually basin seen today. Downstream, the topography flattened as the water neared Puget Sound where the river lost energy and began to meander as it deposited silt, thus forming the Nisqually River delta. In the area that is now Eatonville tributaries to the Nisqually River (including the Mashell River, Ohop Creek and Lynch Creek) shaped much of the landscape seen today as they flowed off of the foothills and from underground springs.



### *Vegetation*

The Eatonville Area is abundant with a variety of vegetation. Forested hillsides and clearcuts include mature forests, second growth and young coniferous forest. Pastures and farmlands contain grasses, small shrubs and a mix of native and planted deciduous and coniferous trees. Meadows and wetland areas contain wildflowers, willows, reeds, hay and other grasses.

Riparian areas contain uniquely adapted vegetation found alongside stream and river corridors such as cottonwoods, alders, bushes, shrubs, etc.



### *Wildlife Habitat*

Wildlife requires a variety of habitats for activities related to nesting, feeding, foraging, migrating, and cover. A rich diversity and abundance of wildlife is present in the Eatonville area attributable to the large tracts of public and private forest lands in the surrounding area. These lands support multiple and diverse habitat types such as mature forests, wetlands and seeps, snags, rocky slopes, open meadows and clear-cuts, cedar groves, caves, cliffs, and riparian areas.

### *Wildlife*

Elk, black bear, bobcat, mountain lion, fox, coyote, and black tail deer are common mammals that live in the area. Beavers, otters, and muskrats make their homes along streams and rivers. Other small mammals and amphibians including frogs, snakes, rabbits, shrews, voles, bats and ground squirrels live in and around wooded areas, meadows, pastures, wetlands, and riparian areas.



Large numbers of resident and migrating birds can also be found at various times of the year in the Eatonville area. These include raptors such as bald eagles, hawks, owls, osprey and falcons; waterfowl such as geese, ducks, loons, and herons; songbirds such as warblers, finches, bluebirds, blackbirds, robins, thrushes, wrens, nuthatches and chickadees; and others such as jays, flickers, hummingbirds, ruffed grouse, swallows, and woodpeckers.



### *Amphibians and Reptiles*

Several species of terrestrial and aquatic amphibians inhabit the Eatonville area. These include salamanders, frogs, newts, toads, and snakes. Terrestrial amphibians are found in or under woody debris, near seepages or streams, under logs, and other rocky or forested areas that provide cool, moist conditions. Aquatic amphibians are associated with aquatic systems such as rivers, streams, ponds, lakes, seeps, and wetlands.

### *Fish*

The main channel of the Nisqually River along with the tributaries of the Mashell River, Ohop Creek and Lynch Creek, are habitat to Chinook, Coho, and Steelhead Salmon. The Nisqually River above Alder Dam is home to small populations of fish such as hatchery-raised kokanee and rainbow trout as well as native cutthroat trout. Kokanee live in Alder Lake and swim upstream in the fall to spawn in tributaries. Rainbow and cutthroat populations are small and are primarily found in tributary streams.



### *Rare, Threatened, and Endangered Species*

Some species are declining in numbers across the Pacific Northwest and receive special protection through Federal or State laws. Federally listed ‘Threatened and Endangered’ species found in the Eatonville area are the bald eagle, marbled murrelet, peregrine falcon, spotted owl, gray wolf, grizzly bear, chinook salmon, and steelhead. At the state level, the Washington State Department of Fish and Wildlife (WDFW) manages a ‘Priority Habitats and Species’ program that lists species of concern and priority habitats as a proactive measure to help prevent species of concern from becoming threatened or endangered. Examples of state listed species found in the Eatonville area include fisher, marten, mink, Rocky Mountain elk, black-tailed deer, western gray squirrel, golden eagle, great blue heron, big brown bat, pileated woodpecker, western bluebird, and wood duck.





## Cultural Resources

Over time, people living in and traveling through the Eatonville area have hunted, fished, mined, and harvested plants and timber. They built trails, railroads, roads, camps, towns, and dams. People have connected with the spiritual, as well as the physical qualities of this landscape.

### *Native Americans*

A variety of Native American groups inhabited and utilized regional areas around Mount Rainier for thousands of years. Within the Puget Sound region, their territories were often associated with river drainages and watersheds, some of which originated on the flanks of Mount Rainier. Traditionally known as ‘Tahoma’, Mount Rainier was and continues to be the spiritual center for many of these tribes.

The Nisqually people were the primary group that occupied the Nisqually watershed and had several permanent villages along the river, including a major village near the Mashel River west of Eatonville. The Nisqually’s tended horses and relied on naturally open meadows for grazing, food gathering, and hunting. Salmon and elk were primary sources of food. Other tribes, from both the east and west sides of the Cascades, also used the region for hunting and trading.

Early immigrant settlers began arriving in the Puget Sound region in the mid-1800’s and were generally welcomed into Indian communities. These early settlers were dependent on Indians for food, transportation, and labor, which contributed to cross-cultural cooperation and integration. A significant feature of this ‘bridge’ culture was the emergence of the Chinook Jargon, a limited trade language that facilitated expanded communication between Indians, settlers, and among Indians of different groups.

Nothing changed the lives of Pacific Northwest Native American Indians as significantly as immigration. By 1855 three treaties had been negotiated covering lands surrounding Puget Sound guaranteeing tribes reservation lands and assurance they could hunt and fish in their usual and accustomed places. Most Indians, however, did not move to reservations until the 1880’s when immigration increased exponentially. Until then settlers were few, government was weak, reservations held few attractions, and settlers needed Indian skills and friendship.

### **Soo-Too-Lick (Indian Henry)**

One of the most famous Nisqually Indians was Soo-Too-Lick. Born around 1825, Soo-Too-Lick befriended the early settlers. He helped build roads and trails and guided early adventurers up the mountain (Tahoma). When Tacoma pioneer Henry Winsor met Soo-Too-Lick, he suggested he take his own name, and from then on Soo-Too-Lick was known as Indian Henry.

Indian Henry helped build the ‘Indian Henry Trail’ that linked the Upper Nisqually area to Tacoma. The trail later became the first road to Tacoma. It connected to the Byrd’s Mill Road, which passed from Fort Steilacoom through Fern Hill in the south end of Tacoma and on northward through the Puyallup Valley all the way to Fort Bellingham.

In spite of hostilities between Indians and settlers during the Puget Sound Indian Wars of 1855-1856, Indian Henry helped to ensure friendly relationships with the settlers. His extended family attended picnics with the settlers at which salmon was cooked over open fires. A granite monument, dedicated to Indian Henry, stands at the corner of South 84<sup>th</sup> and Thompson Street in Tacoma.

### ***European Settlement***

The first settlers were attracted to the Puget Sound Region in the early 1800’s by the rich and fertile soil found in flat river valleys. Logging soon became the focus of the nearby forested foothills and roads and railroads were built to move the logs from the forests to the docks and mills in Tacoma. Several sawmills were established in the Eatonville area, the first of which was built in 1894. Mount Rainier National Park was established by an Act of Congress in 1899, which began to draw visitors passing through Eatonville. The Town of Eatonville was incorporated on October 16, 1909. The Eatonville Lumber Company was founded in 1907 and operated until 1954.

Today, the Town of Eatonville is made up of residents seeking a rural lifestyle with the convenience of urban living. A small town atmosphere characterizes the ambiance of town. Many Eatonville residents commute to job sites in Tacoma, Puyallup, Kent Valley and as far as Seattle. Many National Park Service employees live in Eatonville

and commute to Mount Rainier. Eatonville's commercial center provides its residents with basic retail and service needs. Specialty shopping takes place in major shopping districts of Tacoma and Seattle. The Eatonville School District provides a K through 12 education for residents of the district which extends well beyond the town's corporate boundary.

### ***Pack Forest History***

In 1926, conservationist and east coast lumberman Charles Lathrop Pack bequeathed a cash gift to the University of Washington's College of Forest Resources (CFR), enabling the purchase of an initial 334 acres of forestland west of Eatonville to be used for research and demonstration purposes. Today, the Charles L. Pack Experimental Forest encompasses 4,300 acres of working forestland.



For more than 70 years, Pack Forest provided a forested classroom for CFR students, faculty and affiliates. For many years, forest management undergraduates at the college spent a quarter of their academic year in residency at Pack Forest. The residency requirement has been discontinued but the facility is still used for lab exercises, case studies, and continuing education classes. The forest resources provide a convenient yet isolated location for work and study with minimal interruption.

In May 2004 the Dean of the College of Forest Resources announced the creation of the Center for Sustainable Forestry at Pack Forest. The purpose of the Center is to discover, teach and demonstrate the concepts of sustainable forestry, with special focus on advancing the strategic themes of the College. The Center will undertake programs of research, continuing education/outreach, demonstration and service in fields of natural resource and environmental science and management providing programmatic substance to the strategic themes of the College.

## EATONVILLE REGIONAL TRAIL PLAN

Pack Forest provides extensive opportunities for the public to hike, bike, horseback ride, stroll or roll along a barrier-free self guided trail. Forest roads are open to the public on weekdays, and hunting is allowed during hunting season.



### *Rail Road History*

The arrival of the Northern Pacific transcontinental railroad to the Pacific Northwest gave birth to the City of Tacoma and forever altered the landscape of the Puget Sound region, including the Upper Nisqually Valley. The Northern Pacific first reached Puget Sound in 1873 (from Portland) and its ending point is where the City of Tacoma was born. Ten years later, train passengers could travel direct between Chicago and Tacoma, and Tacoma's population had grown to approximately 5,000. Seven years later, in 1890, the population had ballooned to more than 30,000. Talk of extending the rails to Mount Rainier began almost immediately. Beginning in 1894 the Northern Pacific offered passenger service from Tacoma to Wilkeson in the Carbon River Valley where interested parties could continue on by horseback to the glacier's and snowfields of the mountain.





The Northern Pacific railroad was an early advocate for creating a park around Mount Rainier and, in 1893, was influential in the designation of a ‘Pacific Forest Reserve’ around the mountain. In March, 1899, the forest reserve was elevated to national park status and Mount Rainier was established as the nation’s fifth national park. In 1894, the president of the Northern Pacific Railroad, Charles B. Wright, proposed building a railroad from Tacoma to the high shoulder of Mount Rainier. He assembled a veteran corps of railroad men and engineers who effectively designed what would become the Tacoma Eastern Railroad to the Upper Nisqually Valley. Charles Wright died in 1897 before either the rail line was completed or the national park was established.

In 1899 a group of timber men, with freight contracts in hand, took over control of the Tacoma Eastern. In their first year they developed the track to Clover Creek (near Fredrickson). They reached the mill at Kapowsin Lake the next year, and by 1902 they were five miles further up the Ohop valley to the brick kilns at Clay City. They



reached Eatonville in 1903 and began shipping for the Young Cole lumber mill and the Success Paint Company. The toughest part to build was the stretch between Eatonville and Elbe, but it was completed in the summer of 1904. By the end of the same year the Tacoma Eastern had reached Ashford, the terminal gateway to the mountain.

In the years that followed the railroad built the rustic Longmire Lodge and, until roads and automobiles, was the only practical way to reach the park. By 1909 Tacoma was



connected with four transcontinental lines and the tourism value of the Tacoma Eastern to Mount Rainier was well established. In 1911, the excursion railroad carried more than 100,000 people and by 1913 the number was over 120,000.

Freight and passenger excursion rail service began fading in the 1930's due to the effects of the Great Depression and the development of roads for automobiles and buses. The Milwaukee Road stopped passenger service to Ashford in 1932. In 1964 the Milwaukee Road declared bankruptcy, and the line was acquired by the Weyerhaeuser Company for hauling logs and lumber to the Port of Tacoma.

In 1989, the City of Tacoma acquired the rail line from the Weyerhaeuser Company, partly by purchase and partly by donation. This included the entire corridor from downtown Tacoma to Morton, and the one-way spur from Park Junction to the old town of National. The City of Tacoma is working to reestablish freight rail service between Morton and the Port of Tacoma. The Mount Rainier Scenic Railroad operates an historic steam train from Elbe to Mineral through an agreement with the City of Tacoma. The long term goal of the City of Tacoma is to reestablish a 'Train to the Mountain' passenger/excursion service from the Freighthouse Square train station in downtown Tacoma to the Upper Nisqually Valley with a probable stop in Eatonville.

### ***Bicycling History***

The 1880s saw a tremendous growth in the use of high-wheeled bicycles in Tacoma. The early high-wheelers could travel at speeds of almost 20 mph; however, the least impediment in the road could send the rider over the handlebars. Consequently, the Tacoma Wheelman's Association was formed to encourage and assist the City of Tacoma in the construction of suitable bicycle trails and paths.



The Tacoma Wheelmen was a quasi-governmental agency that collected one dollar a year from each of its members. As reported by the Tacoma Daily Ledger on September 19, 1897:

*Did it ever strike the people of this city that Tacoma has the largest local organization in America and perhaps the world? The Tacoma Wheelmen's association is composed of twenty-seven hundred and fifty members at this date, of which about five hundred are ladies. The initiation, or rather, yearly dues is one dollar, collected by the city and placed in what is known as the 'bicycle road fund,' and the whole fund is expended in the construction of paths and other incidental expenses, and, by the way, it is the only organization in America where the members must pay their dues or be fined or go to jail. There can be no resignations unless you quit riding a wheel altogether and everyone who does ride must become a member and carry his or her certificate of membership fastened upon their wheel, and if you don't carry it there you are likely to go to jail for that also.*

By 1898, the City of Tacoma and the Tacoma Wheelmen had created an extensive bicycle path system that extended to Mount Rainier at Longmire. As reported in a July 16, 1899 article in the Daily Ledger, the Tacoma vicinity had 40 miles of "roadway suited to the silent steed of the nineteenth century." These paths were in "a condition favorable to the most delicate tire." With 22 1/2 miles of paths in the city and an additional 14 miles of trails in the surrounding countryside, it was possible to ride in comfort from Point Defiance to Puyallup and American Lake. This was such a successful program that Seattle, Portland, Victoria, and Spokane soon adopted it.

The Tacoma cycling community in 1899 was as active and vocal as today's club members in encouraging the building of suitable bicycle trails and paths. Politics, touring, finding well-maintained routes, and dealing with unsympathetic people in carriages were some of the challenges and pleasures facing the Wheelmen in 1888. All of this is familiar to present day bicyclists, the only difference being the carriages are now without horses.

### *Recreation and Tourism*

The Eatonville area provides abundant recreational activities and tourist opportunities that attract visitors from near and far. The Town of Eatonville is at the heart of southeastern Pierce County tourism and is a stop on the way to and from various regional attractions. The town is developing as a destination and hub for tourists and those seeking recreational activities. In addition to the visitors who stop in Eatonville on the way to Mount Rainier National Park, Eatonville draws many visitors to the town by hosting special events sponsored by civic and religious organizations and by the Eatonville school district. Following is a list of tourist and recreational attractions which draw visitors to the Eatonville area:

- Mt. Rainier National Park
- Mt. St. Helens National Volcanic Monument
- Northwest Trek
- Pioneer Farm
- UW Pack Forest
- Washington State Department of Natural Resources
- Alder Lake Recreation Areas
- Nisqually-Mashel State Park (planned)
- Gifford Pinchot National Forest
- Lakes (Alder, Clear, Ohop, Tanwax)
- Rivers, (Nisqually, Mashell, Ohop Creek, Lynch Creek)
- Historic Sites (e.g., Stage Stop Museum, Elbe Lutheran Church, Indian Henry's gravesite, etc)
- Outdoor Recreation (hunting, fishing, camping, boating, hiking, etc)
- Town Parks (Smallwood, Glacier, Millpond)
- The Stage Stop Museum
- The Rodknockers Festival
- The 4<sup>th</sup> of July Parade
- The Eatonville Art Festival
- Lodges, restaurants, and commercial enterprises (i.e., Mount Rainier Scenic Railroad)

## **Vision, Goals, and Strategies**

### ***Vision***

The Eatonville trail system is a widely known network of pedestrian, bicycle, and equestrian trails respected for its quality, function, and ease of use. The system is readily accessible to residents and visitors with various abilities and interests. It connects the Town of Eatonville to surrounding areas and attractions and provides important health, economic, transportation, recreation, education, and environmental benefits to the community.



### ***Goals***

Goal 1: Provide educational and interpretive programs and opportunities.

Strategies:

- Produce trail maps and brochures that include educational and historical information about the area
- Create interpretive programs that utilize the trail system as an outdoor classroom
- Provide educational information about the region's ecology, geology, and history through the use of interpretive and educational signs and brochures



Goal 2: Encourage stewardship and conservation.

Strategies:

- Encourage volunteerism and the creation of volunteer programs including a possible volunteer patrol
- Create partnerships between various organizations, users, landowners, and stakeholders
- Promote stewardship and conservation of both natural and cultural resources

Goal 3: Facilitate Accessibility and Connectivity.

Strategies:

- Provide a variety of access points to include meeting the needs of special populations, integrating with public transit, and offering multiple access locations (including rivers and bodies of water)
- Ensure new residential development is linked to the system whenever possible
- Promote the Town of Eatonville as the hub of the trail system
- Build connectivity and linkages between new and existing residential areas, public spaces, parks, schools, trails, paths, and sidewalks to enhance the ability to be physically active

Goal 4: Promote and Ensure Safety

Strategies:

- Develop policies and procedures for emergency management and readiness
- Encourage the creation of a volunteer trail patrol
- Provide easy to read maps and clear signage
- Instill a sense of safety and security

### Goal 5: Emphasize Aesthetics and Function

#### Strategies:

- Make the Eatonville Trail System one of the best places to walk, run, cycle, horseback ride, exercise, and learn in the area.
- Take advantage of views, vistas, natural settings, and special places in the area.
- Create trails that are located adjacent to rivers, lakes, ponds, and wetland areas and that provide public access to water.
- Connect trails to adjacent parks, picnic areas, play fields, services, amenities, and facilities.
- Provide signage that is clear, easy to read, and aesthetically pleasing.
- Provide maps and brochures that are easy to read and contain high quality graphics.
- Target special population needs.
- Provide functional trails that connect destinations and serve as alternative transportation routes.
- Create trails that have the functional capacity to support community events.
- Integrate the Eatonville trail system with other existing area and regional trails.
- Integrate trails with public transit.

## Design Guidelines

### *General Guidelines*

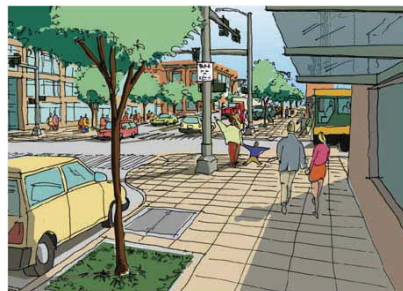
#### *Type of Use*

The Eatonville Regional trail system will be designed for non-motorized users for recreation, fitness, and transportation purposes. The system will accommodate walking, jogging, bicycling, inline skating, horseback riding, and other types of activity. The trail system will be designed to accommodate a broad range of users of all ages and levels of ability.

#### *Type of Trails*

A variety of trail types will be developed and linked together to form a regional system of trails. These trail types will include the following:

1. Sidewalks – cement sidewalks
2. Crosswalks – striped and signed pedestrian crosswalks at intersections
3. Bicycle Lanes – portions of the roadway designated for the preferential use of bicyclists by striping (typically a 4-inch wide solid white edge ‘fog line’ on the extreme right side or outer edge of the traffic lane) and/or pavement markings and signage
4. Designated Bicycle Routes – roadways designated by signing as a preferred route for bicycle use



5. Neighborhood Connectors – short cuts through city blocks, neighborhoods, and/or business districts
6. Paved trails – multi-use asphalt trails separated from motorized vehicle traffic in an independent right-of-way (similar to the Foothills Trail in Orting)
7. Forest Roads – gravel logging roads designated by signs suitable for walking, bicycling, and/or equestrian use
8. Hiking trails – dirt foot paths for hiking and backpacking
9. Interpretive Trails – short loop trails with interpretive features (signs or brochures) explaining natural and/or cultural features found along the trail



### *Surfacing*

The trail system will consist of a combination of surfacing depending on the landscape and gradient the trail traverses as well as the trail segment's proximity to town centers and roads. Trail surfaces will be designed for low cost and minimal maintenance. Dual pathways, with harder surfaces for bicyclists and softer surfaces for horses and pedestrians, will be designed to accommodate multiple users where possible and appropriate. Horses have a hard time with large gravel and prefer woodchips, hardened soil, or smaller gravel (3/4 inch). Surfacing will consist of a combination of cement sidewalks, asphalt paving, hardened dirt, woodchips, gravel roads, and possibly wooden boardwalk in and around wet and sensitive areas. Generally, trail segments located along roads and in towns would be paved asphalt and cement, while trails located in

## EATONVILLE REGIONAL TRAIL PLAN

more rural rugged terrain would consist of hardened dirt or gravel surfaces. Interpretive trails would avoid loud ‘crunchy’ surfaces.

### *Linkage*

Trails provide pedestrian linkage between places and destinations whether being used for recreation or transportation purposes. The Eatonville regional trail system will be designed, where possible, to link and connect neighborhoods and residential areas to town centers, schools, other communities, parks, campgrounds, day use areas, scenic views, and wildlife areas.

Within the Town of Eatonville the trail system will link to the following:

- Schools
- Playfields
- Skateboard Park
- Smallwood Park
- Residential neighborhoods
- Downtown business district
- Cemetery
- Glacier Park
- Mill Pond Park
- Stage Stop Museum



Regionally, the trail system will link the Town of Eatonville to the following:

- The communities of Elbe, Ashford, Alder, Orting, Graham, and Yelm
- Pack Forest (University of Washington)
- Northwest Trek Wildlife Park



## EATONVILLE REGIONAL TRAIL PLAN

- Future Nisqually River State Park
- Alder Lake Campgrounds and Day Use Area
- Pioneer Farm and the Ohop Valley
- Elbe Hills (Department of Natural Resources)
- Ohop Lake, Clear Lake, and Lake Kapowsin
- Mount Rainier National Park
- Yelm to Tenino Trail
- Foothills Trail at Orting



### *Trailheads and Furnishings*

#### *Trailheads*

Trailheads are improved areas where people can access the trail system. Advisory committee members indicated a desire to keep development at trailhead areas to a minimum (sparse facilities) to avoid a large maintenance obligation and to avoid people congregating at trailheads. A preliminary list of elements for consideration at trailheads include: parking (for single cars and vehicles with trailers); hitching posts; bike racks; unloading ramps; vault toilets; horse turnarounds; trashcans; dog waste receptacles; and minimal regulatory signage. Drinking water was specifically excluded from this list because of maintenance considerations (i.e., cost).



#### *Trail Furnishings*

Trail furnishings refer to facilities along the trail that serve to enhance the trail user's experience. A preliminary list of trail furnishing elements developed by the advisory committee include: resting areas and benches along the trail; small, primitive camping areas (in appropriate locations); interpretive signs; and short loop trails off the main trail.

#### *Signage*

Signs can be useful for many purposes, but development of a sign plan is strongly encouraged to avoid clutter and to help create a trail identity. Advisory committee members indicated a desire to limit the number of signs on the trail and to use natural materials in their design and construction. Elements to include in the sign plan are: establish and use a consistent logo to identify the trail; standardize construction materials; and create a 'family' of sign designs. Following is a preliminary list of the various types of signs to include in the regional trail system:

**Trail Identifier:** Identify the trail system in name and with a graphic logo. This should be posted at trailheads and other access points.

**Property Boundaries:** Use to keep people on the trail and away from private property.

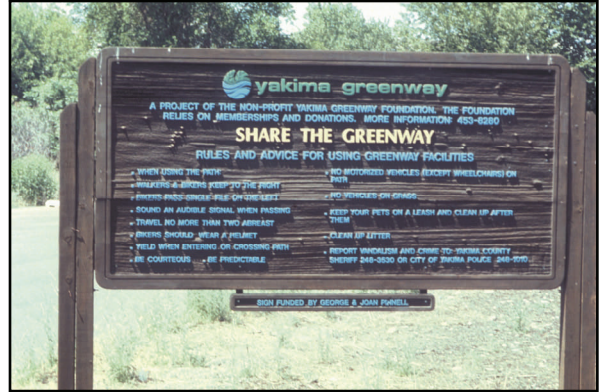
**Transition Points:** Directional signage to inform trail users about the location of the trail. For instance, at a ‘T’ intersection, a directional arrow may be needed to inform the user which way the trail goes.

**General Information:** Basic trail information will be needed at trailheads and primary trail facilities. This will include an overall trail system map showing locations of trailheads, restrooms, parking, etc. Other information to consider includes hours of operation, accessibility information, degree of difficulty and who to contact in emergency situations.

**Trail Etiquette:** General guidance about using and sharing the trail system (e.g., Stay on Trail, Pets on Leash, Pack It In/Pack It Out) should be provided at trailheads and primary trail facilities.

**Trail Rules and Regulations:** Post rules and regulations (e.g., speed limits; illegal use of drugs, alcohol, and firearms; fireworks; prohibited vehicles; hours of operation; etc.)

**Mile Markers:** For longer distance trails, markers will be placed at one-mile intervals to help trail users know how far they have gone and for safety purposes in case of emergencies.



### *Safety*

Trail safety is a subject that will receive close attention in both the design and development of management policy for the Eatonville regional trail system. Physical safety issues will be addressed in the following areas: grade and cross-slope; line of sight around corners; brush clearance; directional and warning signs; at-grade crossings and intersections; guard rails; speed limits; conflict management among multiple users; one-way lane striping; and emergency vehicle access (police, fire, medical).

### *Accessibility*

The Eatonville regional trail system will be designed to be accessible for all users wherever possible, including people with mobility and visual impairments. All applicable laws governing the design and construction of public facilities will be followed. The benefits from providing accessible facilities are safer and better conditions for all users, not just those with disabilities, and the increased possibility for persons with disabilities



to not only have access, but to do so along side their non-disabled family and friends. A resource to follow is a best practices design guide published by the Federal Highway Administration, “Designing Sidewalks and Trails for Access”, parts I and II.

### *Liability*

The Washington State Legislature enacted a ‘Recreational Use Statute’ that relieves and/or reduces the liability of private landowners who provide free public access to their land for recreational purposes. A copy of this law is located in Appendix V.

### *Resource Management*

A goal of the trail system is to carefully design pathways to avoid impacting sensitive resource areas including wetlands, riparian vegetation, and cultural resources. Many design techniques exist to minimize resource impacts while still providing public access and enjoyment. These include (but are not limited to) the following:



- Install bollards or other blockades to keep unauthorized motorized use off trails.
- Use pervious surfacing materials wherever possible.
- Elevate boardwalks and provide viewing blinds to access the edges of wetland areas for wildlife viewing.
- Utilize native vegetation and natural materials in construction and landscaping.
- Enhance wildlife viewing opportunities in areas where public access is encouraged (bird homes, nesting boxes, dead tree snags, etc.).



Carefully planned trail construction can be a tool for protecting natural and cultural resources. Construction techniques can be used to keep people on paths and away from sensitive areas, and direct them to places where you want them to go.



### Management and Operations

#### *Management Partnership*

The ‘Eatonville Regional Trail System’ will be jointly developed and managed in partnership with other public and private agencies, groups, and/or entities that own and/or manage lands in the region. The Town of Eatonville will initially serve as the lead or anchor organization in this partnership and will have the primary responsibility to convene and facilitate communications, action, and activity among the partners. Other potential partners include:

- University of Washington, Pack Forest
- Washington State Parks
- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Pierce County Department of Parks and Recreation
- Pierce County Department of Public Works
- Mount Rainier National Park
- Private Timber Companies
- Homeowners Associations

It is anticipated that all of the above entities will enter into a formal cooperative management agreement for coordinating the development and management of a regional trail system. At a minimum, the agreement will specify individual roles and responsibilities for the development, maintenance, and operation of such a system. Over time, it is envisioned that the regional trail partnership will evolve into an independent organization capable of rotating leadership responsibility among the various partners, setting its own agendas, and otherwise sustain itself.

### ***Maintenance***

The management partnership will coordinate its efforts to establish minimal maintenance standards so that trail users can have an expectation of a seamless trail experience regardless of whose land the trail crosses. Each land-owning entity will be responsible for maintaining the trail system located on their land within their jurisdictional authority; however, it is envisioned that efficiencies can and will be achieved through the coordination of work parties, volunteers, grants, and work projects that cross jurisdictional boundaries.

The trail system is intended to be a low maintenance system, and minimal, regular work should be required to maintain it. Some tasks will need to be done at frequent intervals (e.g., trash collection and disposal, mowing, brushing, sweeping, etc). Other maintenance requirements may only be needed once every year or two (e.g., repair/replacement of trail surface, signs, and barriers: tree and vegetation pruning, spraying weeds, removing hazardous or fallen trees; painting; etc). Maintenance requirements will also include watching for and cleaning up any vandalism that may occur. Damage from unpredictable natural events, such as fire or flooding will require repairs and restoration as they occur.

### ***Operations/Maintenance Funding***

Funding for trail maintenance and operations will come from a variety of sources because the trails will be located on lands managed by different jurisdictional entities. Most jurisdictions will have limited funding for trail maintenance so there will be a need to develop revenues from multiple sources. These could include:

### ***Civic Support***

The trail system is intended to be a community resource and it is expected that other groups and organizations will want to take ‘ownership’ of the system through volunteer work, forming a friends group, and being the daily presence (eyes and ears) monitoring the trails in the system. These types of organizations are capable of performing a great deal of light and routine maintenance which can be a significant part of an operations budget (e.g., mowing grass, painting, fixing signs and broken boards, etc). They can

also patrol the trails (on bike, foot, or horseback) report problems, answer questions, assist trail users, etc. Last, a well organized ‘Friends of the Trail’ non-profit organization can assist with fundraising through a variety of activities such as accepting donations, organizing auctions and other fundraisers, attracting grants, etc.

### ***Maintenance and Operations Levy***

The Town of Eatonville may want to consider the possibility of submitting a park maintenance and operations levy to the voters to pay for the cost of maintaining parks and trails within the Town limits. Voters in communities all over the country tend to be supportive of bond and levy initiatives for the purpose of building and maintaining trails and greenways. A trail network within the Town of Eatonville - linked to a regional trail system beyond the Town limits - would bring a host of significant economic, health, transportation, and quality of life benefits to Eatonville’s residents and visitors. It would be reasonable to ask the citizens to support and maintain such a system.

### ***Utility Bill Increase***

As an alternative to a levy, the Town Council may want to consider the possibility of proposing an increase to the local utility bills to support trail operations within the Town limits.

### ***Interagency Partnerships***

Assuming a management partnership agreement is developed, this should include statements about the financial responsibilities of the various partner entities for trail maintenance and operations.

### ***Underground Utility Leasing***

Some utility and fiber optics companies are willing to pay a monthly, quarterly, or annual fee for the right to locate and maintain underground utilities in trail corridors that connect residential and business districts. The management partnership may want to approach some of these types of companies to ascertain any interest.

### ***Youth Programs***

Trail maintenance could be carried out through summer ‘youth employment’ programs targeted at hiring local youth. Grant programs (such as Americorps) target this type of assistance. This could also be a worthwhile undertaking for the



local business community and/or service clubs and organizations in the area. Other opportunities for engaging youth in trail maintenance and operations include coordination with organized youth groups (e.g., boy and girl scouts, 4H, church youth groups, etc) and schools (senior projects and class work related to horticulture, construction, environmental science, etc).

### ***Adopt-A-Trail***

Civic groups, organizations, and individuals can be encouraged to assume responsibility for maintaining trails or trail segments by setting up an ‘Adopt-a-Trail’ program. This would be similar to highway road adoption programs in which signs are erected stating a section of highway has been ‘adopted’ by a local civic group which is responsible for periodic litter pick up.

### ***Work Release/Juvenile Detention Programs***

Work release and/or juvenile detention programs in which low risk offenders are required to perform community service are another option for obtaining low cost trail maintenance labor. Work crews are supervised and come equipped with basic tools and transportation.

### ***Law Enforcement/Emergency Response***

Emergency vehicles will have access to the trails in most areas. It is strongly recommended that an access plan be prepared describing how law enforcement, fire, and medical personnel can access different trails in the system. Mile marker signs should be maintained on each trail to better enable callers to specify their exact location.



Some paved asphalt trails in more ‘urban’ areas will be designed to block personal motor vehicle access by installing vertical posts (called bollards) across the trail at road and driveway crossings. Emergency personnel will have a key allowing them to remove the bollards and drive down the trail in these situations.

The trail system is intended to be a community asset and getting local residents involved in its care, management and operations will help keep it safe and secure. It is envisioned that a neighborhood watch or community “adopt a trail” program will be formed where neighbors and local residents become the ‘eyes and ears’ for the management agency. These people and groups represent the first response team and will communicate with other law enforcement and emergency personnel as appropriate.

### ***Trail Safety***

As mentioned in the design concepts section, the trail system will be designed to ensure trails meet safety standards such as grade and cross-slope; line of sight around corners; brush clearance; speed limits; emergency access; etc. Regular and routine maintenance will occur to keep the trails safe (mowing, brushing, painting, repairs, sweeping, etc). During routine maintenance checks, crews will review the safety standards to ensure that they are being properly maintained. Patrols by volunteers will also look out for any trail safety issues and ensure that the trails are being maintained to safe standards.

### ***Etiquette and Regulations***

Typical trail etiquette and regulation policies will be posted on the trails via signs. All trail users will be encouraged to help keep the trails clean by publicizing a ‘pack it in, pack it out’ policy. Proper behavior for different types of trail users to follow when



encountering one another will also be publicized and encouraged (i.e., who yields to who). For example, bicycle riders will be encouraged to stop and dismount when encountering horseback riders so as not to spook the horses. All trail users will be encouraged to keep to the right. Graphic signs and etiquette statements for this type of behavior have already been developed and are in use on other trails throughout the country.

Pets will be allowed on some trails, but not on others (dependent on the rules of the local land agency). Where allowed, pet owners will be expected to keep their pets on a leash and clean up after their pets. Signs will be posted indicating where pets are and are not allowed and describing proper pet behavior/etiquette for pet owners.



In all likelihood it will not be possible to standardize rules and regulations across jurisdictional boundaries, so there will be some variation of what is and is not allowed dependent on the local jurisdiction. Every attempt will be made to post rules and regulations at trailheads, in publications/brochures, and at jurisdictional property lines.

### ***Programming***

A variety of organized events and/or programs can be offered utilizing the trail system. For example, these can include:

#### ***Wellness Program***

The community could develop a comprehensive program to improve overall community health through free health screenings, daily walking and exercise programs, nutrition counseling, etc.

#### ***Walking School Bus***

PTA's and schools could organize walking school bus programs to encourage parents and children to safely walk in groups to and from school each day.



### ***Fun Runs and Walks***

Sponsored fun runs and walks could be organized on their own, or as part of larger community events. For example, an annual five-kilometer fun run/walk could be organized to coincide with the annual Eatonville Art Festival or Fourth of July Parade.

### ***Bike Rodeos***

The Police Department could host an annual bike rodeo in which kids ride through an obstacle course, get bike safety inspections, and receive free or discounted bike helmets.

### ***Trail Statistics***

The management partnership should establish a program to maintain statistical information about trail users. This would include trail user counts, user surveys, requests for information, etc.

### ***Good Neighbor Policy***

Establishing and maintaining good communications and relationships with landowners located near the trails is a high priority. It is important that everyone living near a trail know who to contact with questions, suggestions, or concerns and that they will be taken seriously. Nearby landowners can serve as a community watch group to monitor trail segments and alert the managers about maintenance, safety, and other operational matters of concern if open lines of communication are established and maintained.

### ***Volunteer Program***

It is recommended that the management partnership develop and implement a formal ‘volunteer program’ that allows local residents, clubs, and organizations to get involved with the day-to-day operations and management of the trail system. Such a program would help develop public stewardship and ownership of the trail. Volunteer sources include school groups; 4-H; boy and girl youth organizations; civic organizations; bicycle, equestrian and hiking groups; churches; business associations;



and individuals.

The most successful volunteer programs have four components: (1) a full-time volunteer coordinator (this person can be a volunteer themselves); (2) an established methodology for identifying and maintaining a task list of work that needs to be done; (3) a training and recruitment program; and (4) a rewards and recognition program (i.e., volunteer appreciation). There is no doubt that volunteers will offer their services; being able to respond when they call is the key.

## Interpretation and Education

### Introduction

Interpretation refers to a program designed to provide informative and educational material to people on a variety of topics directly related to a specific area or region. These topics are usually related to the areas natural and cultural resources, but can include other topics such as local industry, economic activity, and folklore. This information can be presented utilizing a variety of media such as signs and displays, brochures, guided walks and tours, web sites, information kiosks, and K-12 curriculum guides.

### Interpretive Themes

When developing an interpretive program, it is important to ‘package’ topics thematically to help focus peoples’ attention to a few carefully selected primary messages called ‘Interpretive Themes’. Some programs try to do too much and end up diluting messages and missing opportunities. Following are recommended themes for developing an interpretive and education program for the Eatonville Regional Trail system.

### *Wildlife, Plants and Habitat*

There are abundant opportunities to teach people about various habitats and the wildlife and plants that utilize different areas. Examples include wetlands, streams, open meadows, and forested hillsides. These types of areas provide unique and specialized habitat that is better suited to the specific needs of some plants and



animals over others. Many people enjoy having the opportunity to learn about different plants, habitat characteristics, and wildlife they can see and observe in a specific area or region.

### ***Human History and Culture***

Human use and occupation of the Upper Nisqually region extends back thousands of years. Over time people living in and traveling through the area have camped, hunted, fished, harvested plants, timber and other forest products, built trails, railroads and roads, established towns, constructed dams and engaged in commerce. The first inhabitants were the ancestors of the present day Nisqually people and the entire Nisqually watershed is a place of great importance to them. It is the location of their creation stories, folklore and history.



More recently, Euro-American immigrants settled in the region. These fur traders, explorers, lumbermen, railroaders, miners and homesteaders were dependent on the regions resources. These themes and stories are of great interest to both residents and visitors to the area and there are many locations throughout the region where these stories can be told and brought to life.

Educating people on subjects such as past forestry practices, logging railroads, and early tourism is an obvious choice for interpretive and educational programs.

### ***Current Land Use (Industry, Recreation, and Economic Activity)***

Current land use and economic activity in the region is also a topic of interest to residents and visitors alike. Major subjects include: sustainable forest management practices; stream and salmon restoration projects; recreation; and local economic activity. This topic provides an opportunity to include business and economic interests in trail planning, management, and stewardship.



### ***Mountains, Volcanoes, and Rivers (Geology and Hydrology)***

Educating people about mountains and living in the shadow of an active volcano is an obvious choice for an interpretive and educational program. The geologic and glacial forces that created Mount Rainier and the Cascade mountains are of great interest to many people. Mount Rainier is potentially the most dangerous volcano in the Cascade Range due to its height, location, frequent earthquakes, active system of steam vents, and extensive system of glaciers. Potential hazards include ash eruptions, lava flows, pyroclastic flows, and lahars. Opportunities abound to educate people about the formation, geology, and hydrology of the Cascade Mountains and Mount Rainier related to the Upper Nisqually Valley.

### ***Health & Wellness – Physical and Environmental***

Urgent messages are emerging from health and nutrition professionals across America about the value and importance to human health and wellness derived from moderate daily physical activity and living in a healthy environment (i.e., clean air and water). Interpretive messages on this theme can help educate people about healthy, active lifestyles and actions they can take to help protect the local environment and improve their personal health.



## Interpretive Methods

### *Site Selection*

The success of interpretive efforts is strongly influenced by the location chosen for the effort. Good site selection will insure that there is a compelling story at that specific site directly related to the subject matter of the interpretive material. By planning and coordinating location sites, interpretive theme's can be fully explored without over producing or cluttering the landscape.

Several questions should be asked when considering sites:

- What are the best sites for telling the selected stories?
- Will sensitive natural and/or cultural resources be affected by attracting visitors to the site?
- Why are visitors there? What are they interested in learning about?
- What construction is involved? Will it require a side trail or clearing?
- How accessible is the site?
- Are there safety hazards?

### *Signs and Exhibits*

The purpose of interpretation is to enhance a person's experience of a site and to introduce its stories. To be most effective, signs and exhibits should be unified, uncluttered, and compatible with the site.

The development and use of a common and consistent 'family' of signs (i.e., recognizable as one system) creates a sense of unity among the sites and various interpretive media used. Uniformity in colors, text style, size and the use of a common layout style help achieve this goal. Other tips to consider when developing interpretive signs are:

## EATONVILLE REGIONAL TRAIL PLAN

- Utilize high quality graphics to add interest and variety to interpretive materials.
- Keep text to a minimum
- Provide enough graphics to support the subject
- Do not overload the panels – each panel should tell one story
- Keep it visually simple and uncluttered. Visitors want to experience the site, and they will ignore long, complex messages

### ***Brochures***

Brochures are an inexpensive and effective way to provide interpretive and educational material and they offer a great deal of flexibility in their design and use. For example, a series of brochures could be produced on different subjects and made available through the mail, at local businesses, at trailheads, or on a website.

Like signs, brochures should be kept simple and utilize high quality graphics to support the subject matter. Do not attempt to put too much information into brochures or people won't read them.

### ***Guided Walks and Tours***

Developing a program that brings in speakers and guest lecturers to lead guided walks or to speak at organized events, meetings, and other occasions is an excellent way to provide interpretive and educational material. Interpretive walks along trails could be organized on numerous subjects such as bird watching, forest management, plant identification, or wildlife photography to name a few.



### ***Website***

Developing and maintaining a website about the regional trail system could include a section devoted to providing interpretive and educational materials. For example, this site could:

- provide detailed information on the natural and cultural resources of the Upper Nisqually region
- contain self-guiding brochures and fact sheets that are easily downloaded and printed on home computers and printers
- contain pre-recorded audio and/or video information that is easily downloaded to various electronic devices
- provide links to other relevant websites

### ***Information Kiosks***

A series of information kiosks could be designed and located at trailheads and other prominent areas in the region. These could be used to provide information on rules and regulations as well as to provide interpretive or educational material.

### ***Audio Tours***

Interpretive and educational information could be pre-recorded on various electronic media such as audio tapes, cd's, dvd's and other formats and made available to the public in a variety of ways (i.e., website, retail outlets, promotional giveaways, etc).

### ***Programming/Events***

Community events and festivals could be organized around interpretive themes. Examples might include events such as salmon festivals, geo-caching and/or orienteering treasure hunts, hike-a-thons, etc.

### ***Curriculum Guides***

A K-12 curriculum guide could be developed in coordination with the local school

district to offer teachers a toolbox of projects and ideas that meet curriculum requirements on a variety of subjects (science, art, history, etc). The curriculum guide could offer classroom lesson plans on specific units of study that include one or more field trips to local outdoor classrooms along a trail.

### ***Partners In Interpretation***

Numerous opportunities exist for partnerships to form for the purpose of organizing and implementing an interpretation and education program centered on the Eatonville Regional Trail System. These include the following:

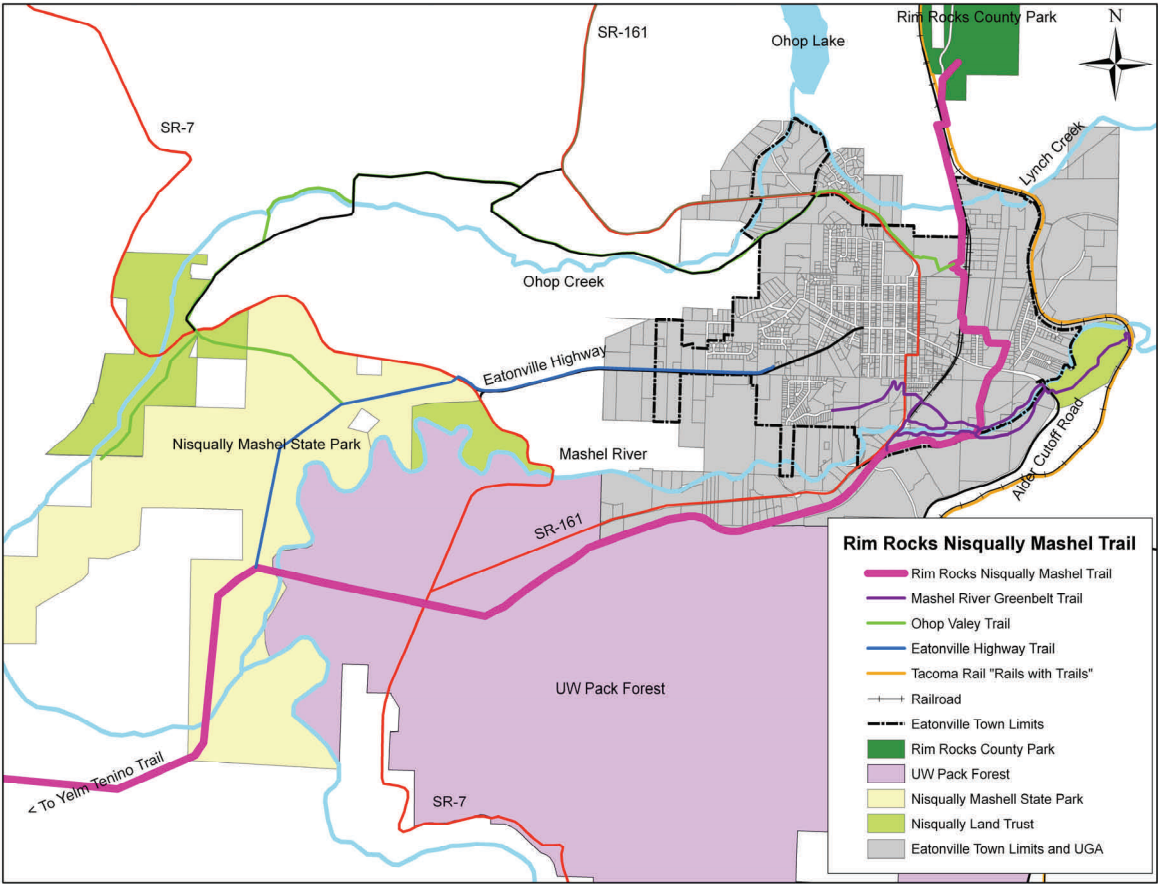
- South Pierce County historical society
- Eatonville school district
- Nisqually River Council
- Nisqually Tribe
- Eatonville Chamber of Commerce
- Natural and cultural resource experts employed by surrounding state and federal land management agencies (U.S. Forest Service, National Park Service, Washington State Department of Natural Resources, Tacoma Power)
- Forest managers at private timber companies
- University of Washington – Pack Forest
- Washington State Parks
- Pierce County Department of Parks and Recreation
- Tacoma/Pierce County Health Department
- Camp Arnold
- Northwest Trek
- Pioneer Farm



- Tacoma Rail
- Gun Club
- Trail Clubs (e.g., Backcountry Horsemen, Tacoma Wheelmen, mountain biking clubs, etc)

Trail Descriptions

Rim Rocks to Nisqually Mashel State Park Trail



## Overview:

**Endpoints:** Rim Rocks Pierce County Park to Nisqually Mashel State Park

**Description:** Two future parks are being planned for development in the greater Eatonville area. Rim Rocks Park will be a county park located north of Eatonville along Lynch Creek Road. Nisqually Mashel State Park will be a new state park located at the confluence of the Mashel and Nisqually rivers along State Route 7 west of Eatonville. A trail will be developed linking these two parks through Eatonville. Starting at Rim Rocks Park, the trail will head south (parallel to Lynch Creek road), run behind the Eatonville Elementary school, and around the south end of the airport through the Aviator Heights development to its entrance on Weyerhaeuser Road North. The trail will then head south on Weyerhaeuser Road, crossing Center Street at a defined crosswalk. From Weyerhaeuser Road South the trail will cross the Mashel River using a pedestrian bridge, and head west through Pack Forest to the Nisqually Mashel State Park.

**Key Connections:** Rim Rocks County Park, Tacoma to Ashford ‘Rail-with-Trail’, Town Sidewalks at Lynch Creek Road, Eatonville Elementary School, Eatonville Middle School, Swanson Field at Aviator Heights, Town Sidewalks at Center Street East, Mashell River Greenbelt Trail, Smallwood Park, University of Washington’s Pack Forest, and Nisqually Mashell State Park.

## Segment Descriptions:

### 1. Rim Rocks Pierce County Park to Eatonville Elementary School:

**Trail Type, Design, and Description:** This section will be an 8-10 foot wide paved trail separated from the roadway as much as possible. Heading South from Rim Rock County Park, the trail will be located along the west side of Lynch Creek Road with separation from the roadway. A railroad crossing will be required along this section. As the trail approaches the Lynch Creek Bridge the trail will likely merge with the roadway surface and share the road over the bridge. On the south side of the bridge, the trail will again separate from the roadway via a landscaped buffer consisting of grass and street trees or bioswales. Once within the town limits, the trail will cross Lynch

Creek Road near the baseball field at Eatonville Elementary. This crossing will be located in such a way as to ensure safe sight distance for motorists, especially given the potential for elementary school age children to use this crosswalk. Signage on this section of the trail will alert drivers to the presence of the school, trail, and crosswalk.

### **Challenges:**

1. The Lynch Creek Road Bridge and its approaches are owned and maintained by Pierce County. The bridge is very narrow and does not have adequate width to accommodate a trail separated from the roadway. Bridge replacement is costly and not very likely in the near future, but there is the potential to obtain grant money to modify the bridge to accommodate a separate bicycle/pedestrian trail. Until the bridge is replaced or modified, trail users will have to share the bridge with the limited automobile traffic that exists on Lynch Creek Road. There will need to be a warning system of signs and flashing lights to notify drivers that pedestrians are crossing the bridge. It is possible that the approaches to the bridge could be widened to accommodate some degree of separation between the roadway and the trail.
2. A crosswalk will need to be developed across Lynch Creek Road near the baseball field at Eatonville Elementary. Lynch Creek Road makes a 90° turn in this area and the crossing will need to be designed and located in such a way as to ensure safe sight distance for motorists traveling in both directions.

**Development Strategy:** The Town of Eatonville is currently working with Pierce County officials to prepare engineering plans for this section of the trail. When these plans are complete Eatonville will seek grant funding to construct the trail. Required local grant matching funds will most likely come from both Pierce County and the Town of Eatonville. In addition, the Town of Eatonville may require developers to assist in trail development which could assist in meeting local grant match requirements of state and/or federal grant programs.

### 2. Eatonville Elementary School through the Aviator Heights Development:

**Trail Type, Design, and Description:** This section will be an 8-10 foot wide paved or cement trail. The trail may or may not follow a future roadway depending on the eventual plans for development by the owners of the large parcel of vacant land located adjacent to the school district property. The trail will connect to the existing concrete sidewalks within the Aviator Heights development which were required to be constructed 8 feet wide to accommodate this trail connection. The sidewalk will connect through the Aviator Heights development to its entrance along Weyerhaeuser Road North.

#### **Challenges:**

1. The soils adjacent to the Elementary School are poor. Trail Construction will have to occur in the dry months in this section.
2. A trail easement may be required from the owner of the property east of the elementary school in order to connect to the Aviator heights development.

**Development Strategy:** The Town of Eatonville will seek to partner with the Eatonville School District to connect the trail at the Lynch Creek Road Crosswalk to the town's easements along the east side of the school district property. This section of trail may be funded by a number of sources including grants from the state Recreation and Conservation Office (RCO), developer impact fees and/or permit requirements, and the Town of Eatonville for the purpose of matching any grant funds.

### 3. Aviator Heights Development to the Mashel River:

**Trail Type, Design, and Description:** This section will consist of 8-foot wide concrete sidewalks. The trails may be separated from the roadway by landscaping buffers or by bioswales.

**Challenges:** A crosswalk will need to be developed across Center Street connecting Weyerhaeuser Road North and South. Center Street is a busy road and a striped crosswalk with warning signs and/or flashing lights will most likely be required at this



location.

**Development Strategy:** This section of trail follows Weyerhaeuser Road and will be constructed almost entirely by the developers of the Aviator Heights and Mashel Meadows projects. The Aviator Heights project triggered sidewalk mitigation which will extend an 8-foot sidewalk from the entrance of Aviator Heights to Center Street East. Similarly, the developer for the Mashel Meadows project has been required to extend the trail from Center Street East to the Mashel River. The only portion that the town will need to complete is the Center Street crosswalk and signage.

#### 4. Mashel River Pedestrian Bridge:

**Trail Type, Design, and Description:** This will likely be a prefabricated pedestrian bridge 10-14 feet in width. This bridge will serve as the hub of the Eatonville Trail System as it connects two of Eatonville's most important parks and serves as a crossing point for both the Rim Rocks Nisqually Mashell State Park and the Mashell River Green Belt Trails. This bridge may also serve as an important interpretive feature for the viewing of wildlife habitat and salmon.

**Challenges:** Environmental permitting.

**Development Strategy:** The town will seek grants through the RCO and other state and federal sources and may explore the possibility of charitable contributions for the construction of this pedestrian bridge.

#### 5. Mashel River to Pack Forest:

**Trail Type, Design, and Description:** This section follows a former railroad grade which was later converted to a gravel surfaced logging road known as the Weyerhaeuser Road. The existing grading and bedding will be relatively easy to convert to a gravel surface trail until such time as funding becomes available for a paved trail. A prefabricated pedestrian bridge will be required for the stream crossing at the Little Mashel River. There is an existing electrical utility easement in the Weyerhaeuser road

corridor.

### **Challenges:**

1. Private property owners encroaching on Weyerhaeuser Road.
2. Environmental permitting for the pedestrian bridge across the little Mashell River.

**Development Strategy:** Partner with Weyerhaeuser to convert the existing electrical easement into an electrical and trail easement. Work with Weyerhaeuser, the University of Washington, and Pierce County to seek grants and other funding sources for the eventual paving of this trail and construction of the pedestrian bridge. Explore the possibility of charitable contributions for the construction of the pedestrian bridge.

### 6. Pack Forest to Nisqually Mashel State Park:

**Trail Type, Design, and Description:** An extensive network of trails currently exists throughout Pack Forest. The trail will initially connect to the Nisqually Mashel State Park via existing soft surface hiking trails through Pack Forest. The long term goal will be to designate a route through Pack Forest that could be constructed as a hard surface multi-use trail. Whether that route would follow existing trails or would be an entirely new trail has yet to be determined. Last, the trail will cross State Route 7 at a designated crosswalk where it will continue west until it connects to the Nisqually Mashel State Park trail system.

Note: it is envisioned that the trail system in the Nisqually Mashel State Park will include a pedestrian bridge over the Nisqually River to Thurston County. There is potential to eventually develop a trail corridor from this point all the way to Yelm and/or Rainier, thereby creating a connection to the Yelm-Tenino Trail which, in turn, connects to the Chehalis-Western Trail from Olympia. If developed, this would create a trail corridor linking Olympia to Mount Rainier National Park, through Eatonville.

### **Challenges:**

1. Constructing a paved surface trail through Pack Forest.

## EATONVILLE REGIONAL TRAIL PLAN

2. A crosswalk will need to be developed across State Route 7. SR 7 is a very busy state highway and vehicles are traveling at highway speeds. A striped crosswalk with warning signs and/or flashing lights will most likely be required at this location.

**Development Strategy:** Partner with the University of Washington, Pierce County, and Washington State Parks to facilitate a trail connection through Pack Forest to the Nisqually Mashel State Park. Utilize existing Pack Forest soft surface trails until funding for a hard surface trail can be obtained through grants or other sources. Partner with the Washington State Department of Transportation (WSDOT) to design and construct a pedestrian crossing across SR-7 between Pack Forest and the Nisqually Mashel State Park. (Note: The Town of Eatonville will work with State Park planners to ensure that a trail connection is made at this point to the State Park trail system. Additionally, Eatonville will work with State Park planners and WSDOT traffic engineers to ensure that an SR-7 crosswalk is constructed at this point as a component of the development of the State Park). Last, Eatonville will coordinate with Thurston County and Washington State Parks to encourage planning and development of a trail corridor linking the Yelm-Tenino Trail to the Nisqually Mashel State park.



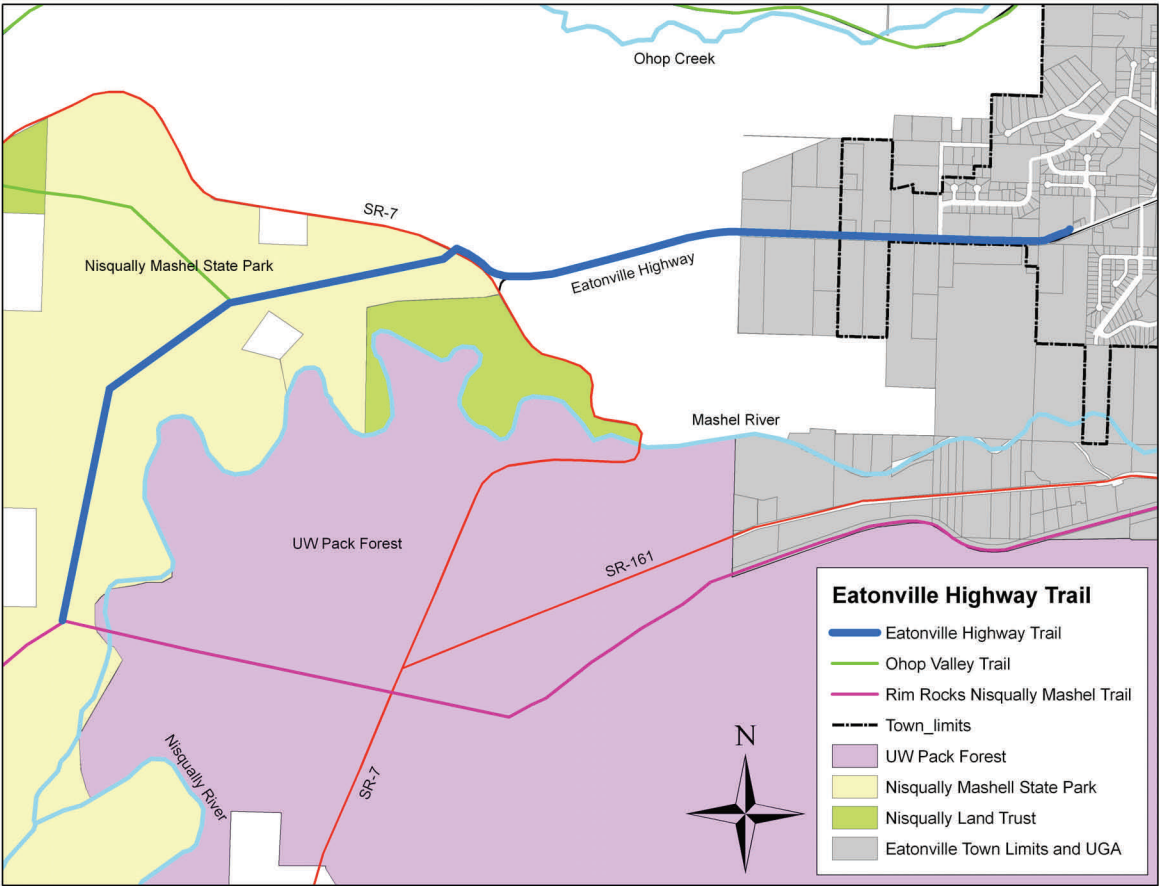
The Weyerhaeuser Road connects Smallwood Park to Pack Forest



Confluence of the Nisually and Mashel rivers  
in the future Nisqually Mashel State Park.



Eatonville Highway Trail





### Overview:

**Endpoints:** Eatonville Baptist Church (Entrance) to Nisqually Mashel State Park

**Description:** The Eatonville Highway is a short ‘cutoff’ road that connects the Town of Eatonville to SR-7. It is approximately 3-miles long and was constructed as a two-lane rural highway without shoulders or sidewalks. A paved trail will be developed parallel to the Eatonville Highway with separation from the roadway. The trail will cross SR-7 at a designated crosswalk where it will connect to the Nisqually Mashel State Park trail system.

**Key Connections:** Town Sidewalks on Eatonville Highway, Hilligoss Road, Nisqually Mashel State Park, future developments in West Eatonville Urban Growth Area (UGA).

### Segment Descriptions:

#### 1. Eatonville Baptist Church Entrance to SR 7:

**Trail Type, Design, and Description:** This section will be a hard surface 8-10 foot wide trail of asphalt or concrete. It will be located on the north side of the highway and will be constructed in conjunction with (or in lieu of) sidewalks.

**Challenges:** The Eatonville Highway was constructed as a two lane rural highway without shoulders or sidewalks. It will have to be either reconstructed to an urban standard with widened sidewalks or easements will have to be obtained to provide enough space for a trail.

**Development Strategy:** There are preliminary discussions for future development to take place in the west Eatonville area which was annexed in the spring of 2008. As a permit requirement, the Town of Eatonville will require developers to extend a trail from the existing town sidewalk (near the entrance to the Eatonville Baptist Church) to the western boundary of the proposed development. Beyond the town boundary, Eatonville and Pierce County will partner in the pursuit of grants and/or other funding sources to connect the trail to the Nisqually Mashel State Park.

### 2. SR-7 Crosswalk to Nisqually Mashel State Park:

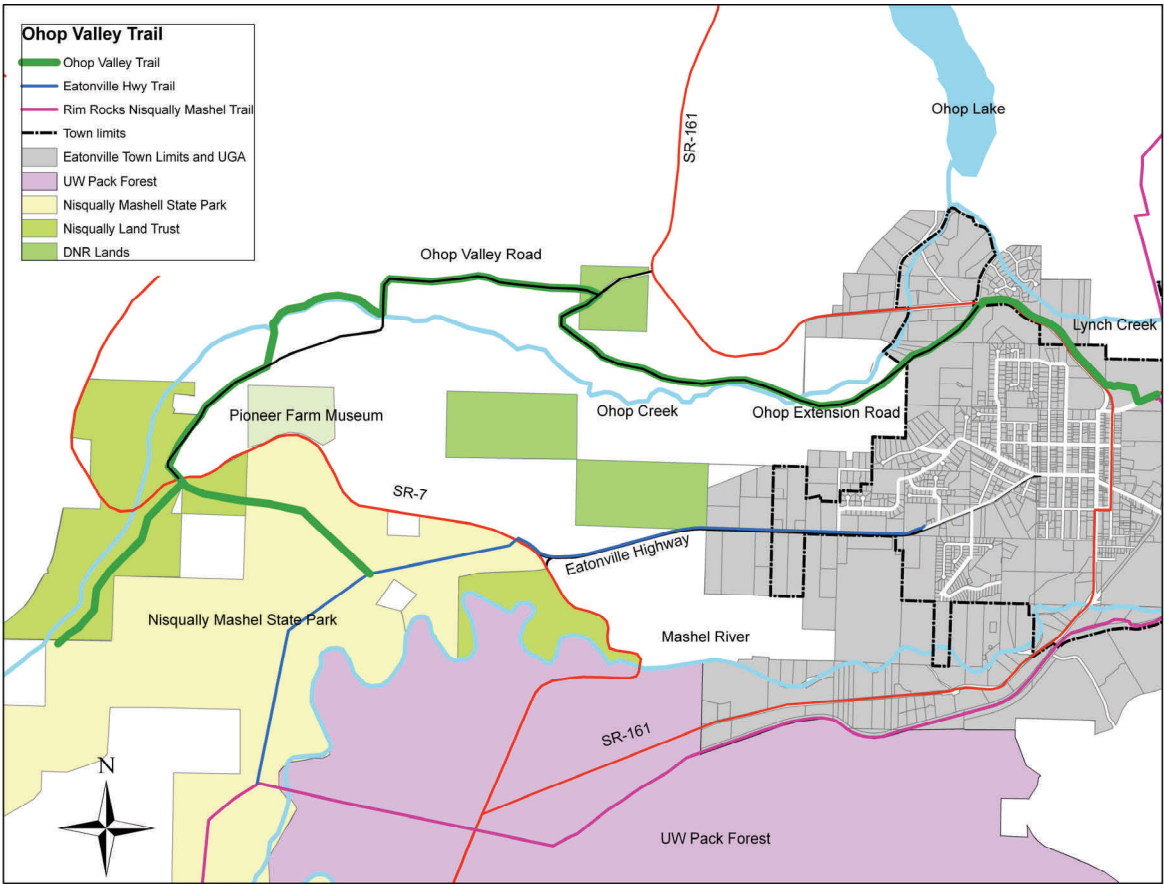
**Trail Type, Design, and Description:** A crosswalk will need to be developed across SR-7 where it will connect to the Nisqually Mashel State Park trail system. SR 7 is a very busy state highway and vehicles are traveling at highway speeds. A striped crosswalk with warning signs and/or flashing lights will most likely be required at this location.

**Challenges:** There are site distances and speed limits which make a trail crossing at SR-7 difficult.

**Development Strategy:** Partner with the Washington State Department of Transportation (WSDOT) to design and construct a pedestrian crossing across SR-7 between the Eatonville Highway Trail and the Nisqually Mashel State Park. (Note: The Town of Eatonville will work with State Park planners to ensure that a trail connection is made at this point to the State Park trail system. Additionally, Eatonville will work with State Park planners and WSDOT traffic engineers to ensure that an SR-7 crosswalk is constructed at this point as a component of the development of the State Park).



Ohop Valley Trail



### Overview:

**Endpoints:** Eatonville School District Athletic Facility at Eatonville Elementary School to Nisqually Mashel State Park via the Ohop Valley.

**Description:** The Ohop Valley is a rural and scenic agricultural valley located just north of the Town of Eatonville. A trail will be developed through a section of the Ohop Valley bounded by SR-161 on the east and SR-7 on the west, thereby linking the Town of Eatonville to the Nisqually Mashel State Park through the Ohop Valley.

**Key Connections:** Nisqually Mashel State Park, Pioneer Farm, Town Sidewalks at Lynch Creek Road, Eatonville Elementary School, Eatonville Middle School

### Segments:

#### 1. Baublits' Rainier Vista (along the north side of Lynch Creek Road) to SR-161:

**Trail Type, Design, and Description:** The trail would begin on the north side of Lynch Creek Road at a 'T' intersection with the Rim Rocks to Nisqually Mashel State Park Trail. It would head west along Lynch Creek Road within the Town of Eatonville's right-of-way as hard surfaced 8-10 foot wide asphalt or cement surface. The trail would leave Lynch Creek Road to the northwest, following the town's storm water outfall through a wooded open space area with a small stream before joining SR-161. The trail will be designed to minimize environmental impacts through this area and will likely be a combination of boardwalks, pedestrian bridges, and permeable surfaces such as wood chips or gravel.

### Challenges:

1. Lynch Creek Road needs to be reconstructed to an urban standard.
2. Environmental permitting for the trail through the wooded open space area.

**Development Strategy:** The Town of Eatonville will require the developer to build this portion of the trail as a permit condition of future development.



### 2. SR-161 to Ohop Valley Extension Road:

**Trail Type, Design, and Description:** This section of trail will be a hard surface trail, 8-10 feet wide, and will connect future trails in the Ohop Valley to the sidewalk system in the main portion of Eatonville. The trail will be constructed of asphalt or concrete and will be located along the east side of SR-161 for about a quarter of a mile north to a point across the road from the junction with the Ohop Valley Extension Road. A signalized crosswalk will be developed at a safe location across SR-161 to the Ohop Valley Extension Road.

#### **Challenges:**

1. There is a 50 mph speed limit along this curvilinear section of SR161 and the roadway is constructed on a hill side. It will be important to provide adequate separation between the trail and the roadway to ensure user safety.
2. Providing a trail crossing of SR-161 will be difficult due to high speed limits and limited sight distance.

**Development Strategy:** The Town should pursue grants and other funding sources to facilitate the construction of this section of trail. This trail should qualify for funding because of its ability to connect the residential areas of the Ohop Valley within the Town Limits to the main parts of town which includes schools, commercial services, and public services. Currently this area has no pedestrian connections to the rest of the Town of Eatonville. Partner with the Washington State Department of Transportation (WSDOT) to design and construct a pedestrian crossing across SR-161 to the Ohop Valley Extension Road.

### 3. Ohop Extension Road to Ohop Valley Road E:

**Trail Type, Design, and Description:** The Ohop Extension Road is a narrow residential road with no shoulders. Parts of the roadway are located within the Town of Eatonville limits and other parts are outside the town's limits. The speed limit is 25 and the road receives light traffic volumes. This section of trail will initially be a 'designated bicycle route' meaning the roadway will be signed to tell drivers it is a

preferred route for bicyclists. This designation will apply for the entire length of the road from SR-161 to its intersection with the Ohop Valley Road East. Over time, it is anticipated that a separate trail will be built along the Ohop Extension Road as development occurs and the roadway is improved/maintained.

**Challenges:** None

**Development Strategy:** The Town of Eatonville will cooperate with Pierce County to sign the road as a ‘Designated Bicycle Route’. As property develops within the town limits, trail construction will be required along the Ohop Extension Road. Beyond the town limits Eatonville will cooperate with Pierce County to take similar actions in constructing a continuous, separated trail.

#### 4. Ohop Valley Road East to the 90° S-turn :

**Trail Type, Design, and Description:** This section would follow Ohop Valley Road East from the Ohop Extension Road junction for about a quarter mile to the 90° S-turn in the road. Similar to the Ohop Valley Extension Road segment (above), this trail section will be a ‘designated bicycle route’ meaning the roadway will be signed to tell drivers it is a preferred route for bicyclists.

**Challenges:** None.

**Development Strategy:** The Town of Eatonville will cooperate with Pierce County to sign the road as a ‘Designated Bicycle Route’. The Ohop Valley Road East is a county road (located outside the Town of Eatonville’s limits) and it is recommended that Pierce County develop a separate trail along the road as development occurs and the roadway is improved/maintained.

#### 5. 90° S-turn to Nisqually Mashel State Park:

**Trail Type, Design, and Description:** This section of trail would leave Ohop Valley Road to the west, roughly following the former Ohop Creek channel (on the north side) for a few hundred yards. Ohop Creek is being restored in this section (as part of a

stream restoration project) and the trail will provide opportunities for interpretive displays about the project. The trail will be designed to minimize environmental impacts through this area and will likely be a combination of boardwalks, foot bridges, and permeable surfaces such as wood chips or gravel. The trail will then turn to the south and rejoin Ohop Valley Road at the Pioneer Farm living history museum. The trail will continue west along Ohop Valley Road (as a designated bicycle route) to the junction of SR-7 and Ohop Valley Road. The trail will cross SR-7 at a signalized crosswalk to the south side of the road. At this point the trail could potentially split into two legs, each connecting to the Nisqually Mashel State Park. The primary leg would head in a southeast direction through the state park where it would eventually connect to the ‘Eatonville Highway Trail’ described earlier. A secondary leg could potentially be developed to the southwest, possibly rejoining and paralleling Ohop Creek, to a point where it would intersect with the internal trail system to be developed inside the state park.

### **Challenges:**

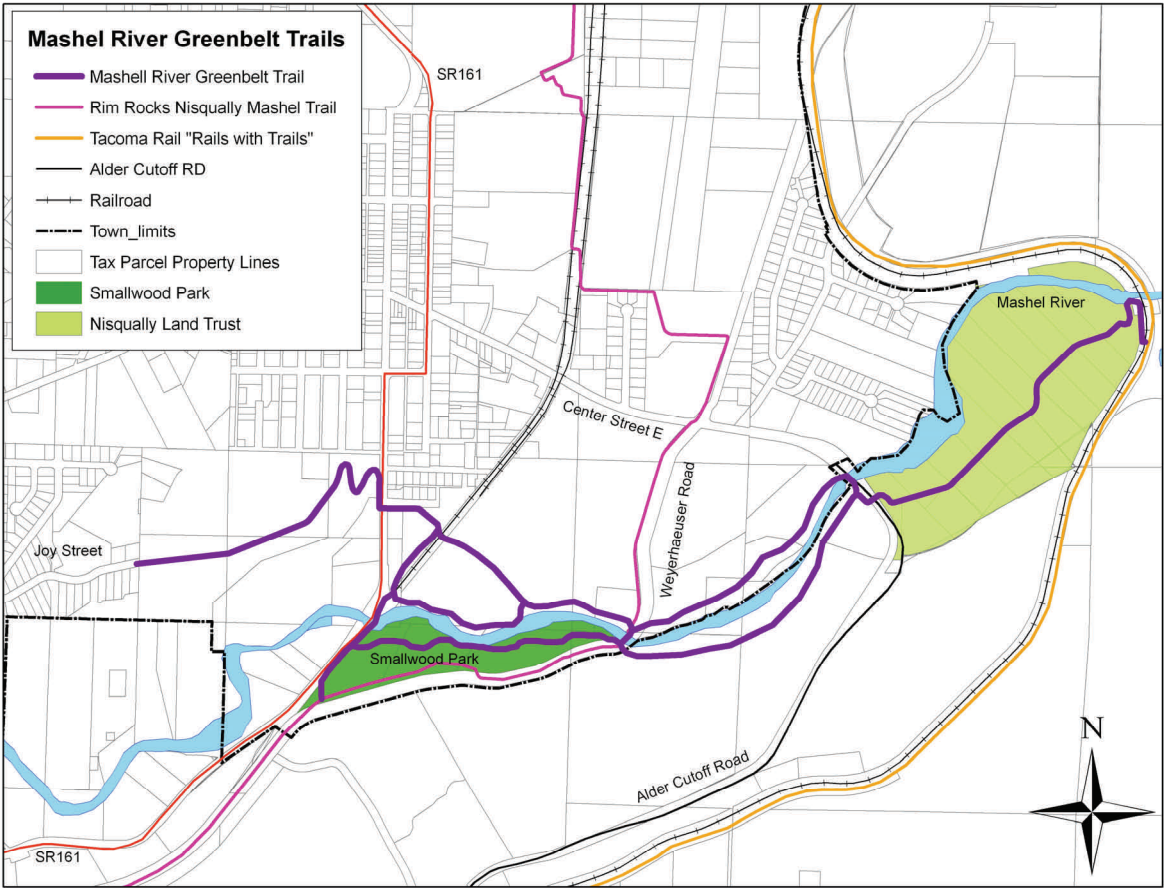
1. Trail easements will have to be negotiated with private property owners to allow for the trail (See Appendix IV—Washington State Recreational Use Statute)
2. There are site distances and speed limits which make a trail crossing at SR-7 difficult. SR-7 is a very busy state highway and vehicles are traveling at highway speeds. A striped crosswalk with warning signs and/or flashing lights will most likely be required at this location in order to connect to the state park.

**Development Strategy:** Eatonville will partner with Pierce County to plan and develop this section of the trail. Eatonville will partner with the Washington State Department of Transportation (WSDOT) to design and construct a pedestrian crossing across SR-7 between Ohop Valley Road and the Nisqually Mashel State Park. (Note: The Town of Eatonville will work with State Park planners to ensure that a trail connection is made at this point to the State Park trail system. Additionally, Eatonville will work with State Park planners and WSDOT traffic engineers to ensure that an SR-7 crosswalk is constructed at this point as a component of the development of the State Park).



The Ohop Valley  
Union Pacific Railroad Photograph - 1966

Mashel River Green Belt Trails





### Overview:

**Endpoints:** Hamner Heights at Joy Street to Boxcar Canyon with a Mill Pond Park Loop, a Smallwood Park Loop, and a Mashell Meadows Loop.

**Description:** A public greenbelt will be developed along the Mashel River from Hamner Heights to Boxcar Canyon. The greenbelt will provide for multiple functions including open space, riparian habitat conservation, and trails.

**Key Connections:** Hamner Heights, Mill Pond Park, Smallwood Park, Mashell Meadows, Boxcar Canyon, Rim Rocks Nisqually Mashel State Park, Tacoma to Ashford ‘Rail-with-Trail’.

### Segments:

#### 1. Hamner Heights to SR-161:

**Trail Type, Design, and Description:** This trail will be a hard surface asphalt or concrete trail 8-10 feet in width. The trail will follow future right-of-ways and may be used in place of sidewalks on one side of a public street, or, may be in addition to sidewalks on both sides of a street.

**Challenges:** Some steep slopes may require construction of switch backs.

**Development Strategy:** There is a large tract of land between Hamner Heights and SR-161 that is undeveloped. When a preliminary plat is proposed for the site a condition of approval will be to include a trail connection between Joy Street at Hamner Heights to SR-161 (to be financed and constructed by the developer).

#### 2. SR-161 to Mashel River Pedestrian Bridge:

**Trail Type, Design, and Description:** The existing sections of this trail segment are concrete. New sections of this trail will be a hard surface asphalt or concrete trail 8-10 feet in width.

**Challenges:** none.

**Development Strategy:** A crosswalk will need to be constructed at SR-161 to Mill Pond Park. Trails already exist through Mill Pond Park. Trails which connect to Mill Pond Park and the Mashel River Pedestrian Bridge are a required condition for approval in the Mashell Meadows Development. All sections of trail aside from the SR-161 cross walk are to be developer funded.

### 3. Mill Pond Loop Trail:

**Trail Type, Design, and Description:** This trail will be asphalt or concrete 8-10 feet in width. The trail will create a loop around Mill Pond and will run on the strip of land between the millpond and the Mashel River to create a loop around the mill pond. In addition, the loop trail will be connected to the Town of Eatonville's sidewalk system along SR-161.

**Challenges:** None.

**Development Strategy:** This trail was approved and is a required condition of the Mashell Meadows PUD. It is to be entirely developer financed.

### 4. Mashel River Pedestrian Bridge to Alder Cutoff Road (along the south side of the Mashel River):

**Trail Type, Design, and Description:** The 'Rimrock Park to Nisqually Mashel State Park Trail' (as described earlier) will include a pedestrian bridge across the Mashel River at a midpoint between Smallwood Park and the Alder Cutoff Road. This section will develop a trail from that pedestrian bridge along the south side of the Mashel River east to the Alder Cutoff Road. The trail will be asphalt or concrete 8-10 feet in width.

**Challenges:** This trail will be located on property that is currently privately owned but within the town's urban growth boundary.

**Development Strategy:** As these properties develop, trail easements will be obtained

and trail construction will be required as a condition of any development. Additionally the Town of Eatonville will pursue grants for the acquisition of easements and for the construction of this trail.

### 5. Smallwood Park Loop:

**Trail Type, Design, and Description:** This will be an 8-10 foot wide gravel, asphalt, or cement trail. The trail will run from the Mashel River Pedestrian Bridge to Smallwood Park and then back to Mill Pond Park along SR-161. The trail will circle the “kids fishing pond” and will include a spur along the Mashel River so that users may view the woody debris structures which were installed as part of a salmon restoration project.

**Challenges:** The trail will have to cross the Mashel River on the SR-161 Bridge. Fortunately, this bridge has a very wide shoulder. Approval of the use of the bridge for a trail should be obtained from the Washington State Department of Transportation prior to its use for trail traffic.

**Development Strategy:** The town owns most of the land on which this trail is to be located. The town’s crews combined with volunteer labor should be able to construct most of this trail at very little cost. Eatonville will pursue grants for the construction materials for this trail. A gravel portion of the spur trail along the Mashel River was recently constructed by a local Girl Scout troop.

### 6. Mashell Meadows Loop:

**Trail Type, Design, and Description:** This trail will be asphalt or concrete 8-10 feet in width. It will extend from the Mashel River Pedestrian Bridge along the north side of the river to the Mashel River Bridge at Center Street East where it will connect to the Town of Eatonville’s sidewalk system.

**Challenges:** This trail may never be fully developed because there is an existing home located directly in the path of the proposed trail. In the event that the homeowner

applies for a redevelopment permit, the town may seek to obtain a trail easement as part of the permit approval process due to its location in a commercial zone. Another challenge is that the Alder Cutoff Road Bridge is too narrow to accommodate pedestrian traffic. If this bridge is ever reconstructed it should include pedestrian crossing space.

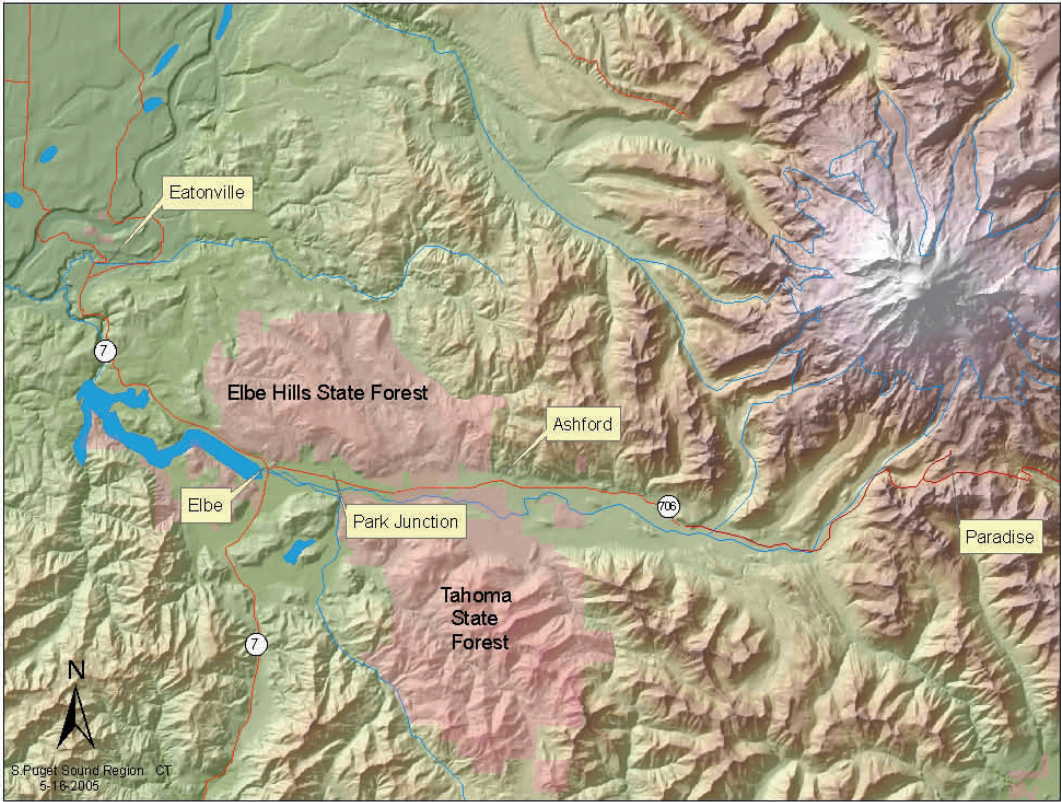
**Development Strategy:** A portion of this trail will be constructed as part of the Mashel Meadows project. The remainder of the project will be completed only when the redevelopment of the remaining property on which the trail would be located occurs.



A pedestrian bridge will be constructed across the Mashel River to connect trails along both the north and south side of the river.



*DNR 5 and 8 Roads*





### Overview:

**Endpoints:** Scott Turner Road, Elbe, Ashford..

**Description:** The existing forest roads ‘5’ and ‘8’ in the Department of Natural Resources Elbe Hills management unit are identified as bicycle routes in the Pierce County bicycle map. These roads can be accessed at the end of Scott Turner Road and connect all the way to Elbe and Ashford.

**Key Connections:** Alder Cutoff Road, Tacoma to Ashford ‘Rail-with-Trail’, Eatonville, Elbe, Ashford, and the Mount Tahoma Ski Trail system.

### Segments:

#### 1. DNR 8 Road:

**Trail Type, Design, and Description:** The DNR 8 road is an existing gravel logging road that connects hikers and mountain bikers to Eatonville and Ashford. The road includes many steep grades and may not be suitable for many users.

**Challenges:** Periodic logging truck traffic. Need to rebuild the bridge over the Nisqually River at National to connect to the Mount Tahoma Ski Trail system.

**Development Strategy:** Develop a short trail connection from the Tacoma to Ashford ‘Rail-with-Trail’ to Scott Turner Road. Coordinate with Pierce County to sign Scott Turner Road as a ‘designated bicycle route’ to tell drivers it is a preferred route for bicyclists. Support DNR efforts to rebuild the bridge over the Nisqually River.

#### 2. DNR 5 Road:

**Trail Type, Design, and Description:** The DNR 5 road is an existing gravel logging road that connects the DNR 8 Road to Elbe. The road includes extremely steep grades, particularly near Elbe, and may not be suitable for many users.

**Challenges:** Periodic logging truck traffic.

**Development Strategy:** Same as for DNR 8 Road above.

### ***SR-161 Bike Lane***

**Endpoints:** Town of Eatonville to Northwest Trek and Clear Lake.

**Description:** Northwest Trek and Clear Lake are regional attractions located approximately 4 miles north of Eatonville along SR-161. This is a busy state highway with narrow shoulders that is not considered a safe and inviting bike ride for most users. This project will coordinate with the Washington State Department of Transportation to promote development of a separate bike path from Eatonville to Northwest Trek within the SR-161 road corridor.

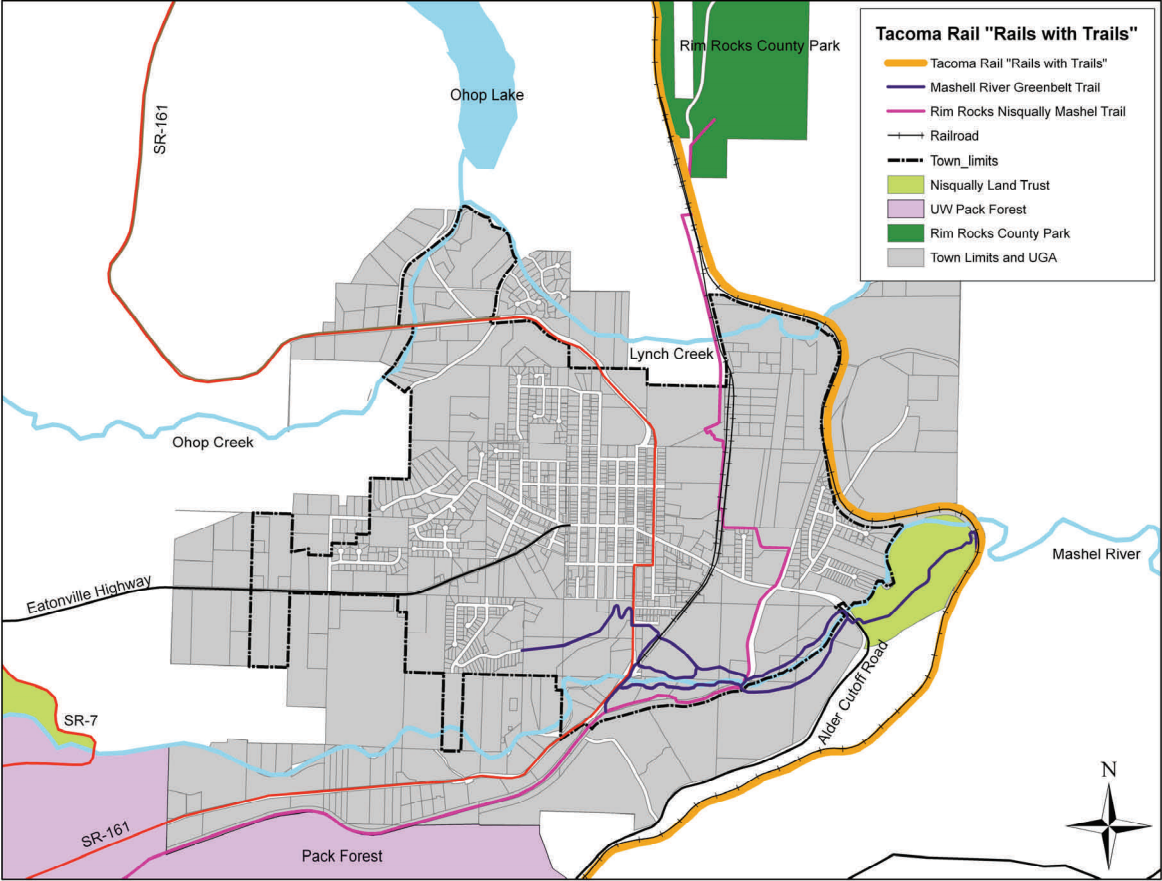
**Key Connections:** Town of Eatonville, Northwest Trek, and the Clear Lake residential community.

**Type of Use:** Pedestrian and Bicycling

**Development Strategy:** The Town of Eatonville will request and encourage the Washington State Department of Transportation (WSDOT) to include a bike path from Eatonville to Northwest Trek, separated from the highway, in its long range transportation improvement plans for SR-161. This could take 20 years or more to realize, but it is important to get the bike path in the long range plan for this corridor.



Tacoma to Ashford Rail-with-Trail



**Endpoints:** Freighthouse Square in Tacoma to Ashford Community Park and Morton Depot

**Description:** The City of Tacoma owns and manages the former Tacoma Eastern rail corridor which was originally developed as a logging railroad in the early 1900's to link the industrial tidelands in Tacoma to timber mills in Kapowsin, Eatonville, Ashford, Mineral, and Morton. Tacoma recently completed a feasibility study of the rail corridor to evaluate the potential of developing a paved asphalt trail within the rail corridor that would allow walkers and bicyclists to safely share the corridor with active trains (rail-with-trail). The study concluded such a trail is feasible but the cost per mile would be substantial, averaging approximately \$1.5 million per mile (in 2007 dollars). The trail in Pierce County, if built, will most likely be a project of the Pierce County Parks and Recreation Department in partnership with cities and towns along the route. Such a trail would provide a primary north-south arterial route through Pierce County linking Tacoma to Ashford through the Town of Eatonville. Potentially, the trail could be extended south into Lewis County all the way to the City of Morton which would be a project of Lewis County in partnership with Mineral and Morton.

**Key Connections:** Tacoma, Parkland, Fredrickson, Graham, Lake Kapowsin, Ohop Lake, Eatonville Trail System, Elbe, Ashford, Mineral and Morton.

**Type of Use:** Pedestrian and Bicycling

### ***SR-706 Bike Lane***

**Endpoints:** Ashford and Mount Rainier National Park

**Description:** Mount Rainier National Park is a regional and national attraction located six miles from Ashford along SR 706. This is a busy state highway with narrow shoulders that is not considered a safe and inviting bike ride for most users. This project will coordinate with the Washington State Department of Transportation to promote development of a separate bike path from Ashford to Mount Rainier National Park within the SR-706 road corridor.

**Key Connections:** Ashford and Mount Rainier National Park.

**Type of Use:** Pedestrian and Bicycling

**Development Strategy:** The Town of Eatonville will request and encourage the Washington State Department of Transportation (WSDOT) to include a bike path from Ashford to Mount Rainier National Park, separated from the highway, in its long range transportation improvement plans for SR-706. This could take 20 years or more to realize, but it is important to get the bike path in the long range plan for this corridor.



## Next Steps and Implementation

Following is a description of the most likely steps and actions that have to occur to begin developing the Eatonville Regional Trail system. While these imply a general order, it is not intended to suggest they will occur in sequence. Many of the steps are interrelated and may occur simultaneously, or in a different order than presented, depending on opportunities that emerge.

1. Formally adopt and recognize the plan. The Eatonville Town Council should pass a resolution officially adopting the plan. In addition, the Town of Eatonville should request official recognition of the plan from the Pierce, Lewis, and Thurston County councils.
2. Form a ‘Friends of the Trail’ group. Formation of a local volunteers ‘friends’ group will greatly assist the Town of Eatonville in their efforts to establish a regional trail system. Friends groups can perform a variety of functions such as organizing volunteers and work parties, fundraising, public relations, trail patrol, etc. A good example of an existing Friends group is the ‘Foothills Rails-to-Trails Coalition’ (FTC) in Pierce County, Washington. The FTC was formed to assist the Pierce County Parks and Recreation Department in developing and managing the Foothills Trail that will eventually extend from the northwest corner of Mount Rainier National Park to Tacoma, Washington and Puget Sound. ([www.piercecountytrails.org/](http://www.piercecountytrails.org/))
3. Require trail development in permitting process. The Eatonville Town Council should consider adopting regulations which would require new developments to be consistent with the Eatonville Trails Plan. These regulations could require developers to dedicate land or easements for the construction of future trails and could require the construction of trails identified for location on or through a particular site. The dedication of land or easements for trails could be counted toward open space requirements and the construction of trails could partially satisfy parks requirements for development proposals and applications.
4. Develop a user friendly map and guide to the regional trail system. Development of the Eatonville Regional Trail System will attract visitors and tourists to the region who are unfamiliar with the area. A regional trail map and guide should be developed and

widely distributed by local area businesses and visitor information outlets. The map should be updated frequently as new trails are opened.

5. Open sections of trail where possible. It is important to get at least some sections of the trail open to public use as soon as possible. Eatonville should identify sections of the trail that can ‘stand alone’ and concentrate their efforts and resources in getting those open first.

6. Apply for grants. It is anticipated that much of the money for design, engineering, permitting, and construction projects will come from one or more grant sources. Local community groups and individuals should support these efforts by submitting letters of support, fundraising for matching requirements, testifying at preliminary grant proposal hearings, etc. A list and description of the better known grant programs that can assist in trail development is contained in the ‘Funding Opportunities’ chapter of this document.

7. Design and engineering. Whether done in-house or by outside consultants, this is the time when individual adjacent landowners and other directly involved stakeholders will have the opportunity to work directly with planners, engineers, landscape architects, etc., to develop design solutions to address their specific situations.

8. Permitting and environmental review. Permitting can be a lengthy process requiring multiple levels of review (depending on the project and resources involved). It is important for local citizens to stay informed and involved during the permitting process and to take actions such as attending and speaking at hearings, writing letters of support for the proposed action, etc. It is important to remember that permitting processes, while time consuming, exist for good reasons to protect the public’s shared interest and fundamental rights to clean air, water, a healthy environment, and protected cultural resources.

9. Enter into cooperative management agreements. It is anticipated that the Town of Eatonville will enter into formal cooperative agreements with other jurisdictions for the purpose of sharing development, maintenance, and operation costs, and for implementing operational procedures. Formal coordination between management officials of all partnering agencies is crucial to ensuring that the Eatonville Regional Trail System is developed and managed in a cohesive manner.

## Funding Opportunities

### Funding Sources

#### *Federal*

*SAFETEA-LU*: The most significant federal funding source for bicycle and pedestrian facilities is provided in the federal transportation legislation called SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It provides for planning, design, construction and reconstruction of the nation's transportation facilities.

SAFETEA-LU contains designations of money for specific program areas. Each state is required to set aside 10 percent of its annual Surface Transportation Program funds for Transportation Enhancement Activities (TEAs). Eligible enhancement funding categories include:

- pedestrian and bicycle facilities;
- pedestrian and bicycle safety and educational activities; and
- conversion of abandoned railway corridors to trails.

Contact:

Paula Reeves  
Bicycle and Pedestrian Coordinator  
Highways and Local Programs  
Washington State Department of Transportation  
310 Maple Park Ave SE  
PO Box 47390  
Olympia, WA 98504-7390  
360-705-7258  
E-mail: [ReevesP@wsdot.wa.gov](mailto:ReevesP@wsdot.wa.gov)

### *EPA Environmental Education Grants*

The U.S. Environmental Protection Agency (EPA) administers a grant program that supports environmental education projects that enhance the public's awareness, knowledge, and skills to help people make informed decisions that affect environmental quality. EPA awards grants each year based on funding appropriated by Congress. Annual funding for the program ranges between \$2 and \$3 million. More than 75 percent of the grants awarded by this program receive less than \$15,000.

Contact: Sally Hanft, EPA Region 10, (206) 553-1207

### *Natural Resources Conservation Service (NRCS)*

The NRCS administers the 'Resource Conservation and Development' (RC&D) program. The purpose of the RC&D program is to accelerate the conservation, development and utilization of natural resources, improve the general level of economic activity, and to enhance the environment and standard of living in designated RC&D areas. It improves the capability of State, tribal and local units of government and local nonprofit organizations in rural areas to plan develop and carry out programs for resource conservation and development. Current program objectives focus on improvement of quality of life achieved through natural resources conservation and community development which leads to sustainable communities, prudent use (development), and the management and conservation of natural resources. RC&D areas are locally sponsored areas designated by the Secretary of Agriculture for RC&D technical and financial assistance program funds.

Contact:

Terry D'Addio

National RC&D Program Manager

(202) 720-0557

For more information about this and other NCRS programs, see the Natural Resources Conservation Service's website at: [www.nrcs.usda.gov](http://www.nrcs.usda.gov).

### *State*

*Washington State Recreation and Conservation Office (RCO):* The RCO creates and maintains opportunities for recreation, protects the best of the state's wild lands, and contributes to the state's efforts to recover salmon from the brink of extinction. The RCO manages 11 grant programs that provide leadership, funding, and technical assistance to projects that:

#### Help Build Communities

- Parks
- Boating facilities
- Firearms, archery ranges
- Trails
- Off-road vehicle areas
- Play fields
- Access to the water

#### Protect and Restore Diverse Wild Areas

- Protect and restore habitats
- Track salmon health and recovery
- Protect Washington state's diverse biological heritage

Following is a description of the three grant programs administered by the RCO that fund trail development projects:

*Land and Water Conservation Fund (L&WCF):* The L&WCF program was enacted by Congress in 1964 to establish a funding source for grants to state and local governments for land acquisition and/or development of outdoor recreation areas and facilities. The program is managed by the National Park Service (NPS) but administered in each state through a governor-appointed state agency responsible to the NPS (i.e. federally funded/state-administered program). L&WCF grants require a 50% match from state or local funds. Eligible applicants include cities, counties, and recreation and park districts authorized to provide public park and recreation facilities. Lands and facilities funded through L&WCF grant assistance are required to be dedicated in perpetuity for public recreation.

## EATONVILLE REGIONAL TRAIL PLAN

### *Washington Wildlife and Recreation Program (WWRP):*

The WWRP is a grant program authorized by the Washington State legislature to support acquisition and development of outdoor recreation and conservation lands. Eligible projects include state and local parks, water access sites, trails, critical wildlife habitat, and natural areas. Grants require a 50% match.

### *Recreation Trails Program (RTP):*

Contained in SAFETEA-LU (see above), the Recreation Trails Program (RTP) provides funding for construction and maintenance of both motorized and non-motorized trails. In Washington, the RTP program is administered by the Recreation and Conservation Office (rather than the state department of transportation).

#### Contact:

Myra Barker  
Outdoor Grants Manager  
The Recreation and Conservation Office  
1111 Washington Street SE  
Olympia, Washington 98501  
(360) 902-2976  
myrab@rco.wa.gov

### ***Private Businesses and Foundations***

There are a number of private businesses and foundations that provide grants for trails and environmental education projects. Grants given through these organizations are harder to track because in any given year some of the grant opportunities will have been discontinued and new opportunities from other organizations will have appeared. A sampler of grants offered is listed below. However due to the frequent changes, the best way to capitalize on these types of grants is to research grant opportunities close to the time of implementation through libraries and the internet. See Information Sources below, for publications/sites to use for completing the research.



### *The Conservation Fund*

Through the American Greenways Program, The Conservation Fund helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors and to each other and forging partnerships for a sustainable future. The ***Kodak American Greenways Awards***, a partnership project of the Eastman Kodak Company, The Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America.

Contact: The Conservation Fund, (703) 525-6300 or [greenways@conservationfund.org](mailto:greenways@conservationfund.org)

### *The Bikes Belong Coalition*

Bikes Belong is a national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Bikes Belong awards grants of up to \$10,000 for facility and advocacy projects.

Contact:

Elizabeth Train, Grants & Research Director

Bikes Belong Coalition

1920 13th Street, Suite A

Boulder, Colorado 80302

(303) 449-4893

[elizabeth@bikesbelong.org](mailto:elizabeth@bikesbelong.org)

### ***Community Fundraising, Donations, and In-Kind Contributions***

*Community Fundraising:* Local service clubs and organizations can be significant contributors to trail development, and their active support could assist the Town of Eatonville. These groups can assist with a wide range of activities to generate revenue for construction and maintenance. Examples include auctions, car washes, rummage sales, etc.

### *Donations*

Donations can be a big part of funding trail projects. Individual and/or corporate sponsors can potentially contribute significant funds through direct contributions, endowments, employee challenge/match programs, or donations of necessary construction materials and maintenance supplies.

### *In-Kind Contributions*

Many grant programs require a local match to help demonstrate the community's commitment to the project. Often this 'match' requirement can be met with what is referred to as an 'in-kind' contribution. In-kind contributions are non-monetary donations of labor, equipment and materials to the overall cost of completing a project that can be translated to a dollar value used to meet the matching requirement. Volunteer labor for tasks such as clearing, grading, and construction can go a long way towards meeting local match requirements when applying for grants.

### *Information Sources*

A valuable source of information for all federal grant programs is the “***Catalog of Federal Domestic Assistance Programs***”. The catalog is a compendium of federal programs, projects, services, and activities that provide assistance or benefits to the American public. It is organized by agency, function, subject, and applicant eligibility. The catalog is available at most libraries. Also, a website has been developed that describes Federal Assistance Grants, called e-grants; visit <http://www.grants.gov>. The “Catalog of Federal Domestic Assistance” can be found there.

Another source of information is the ‘***Trails and Greenways Clearinghouse***’ that provides technical assistance and information about creating trails and greenways. The clearinghouse is jointly sponsored by the ‘Rails-to-Trails Conservancy’ and ‘The Conservation Fund’.

Contact:

Betsy Goodrich, Manager  
Trails and Greenways Clearinghouse  
(202) 974-5123  
[www.trailsandgreenways.org](http://www.trailsandgreenways.org)



## Appendix I - Newsletter One



# Newsletter

## Eatonville Regional Trails Study



Volume I, Issue I

Spring 2007

### Planning Team

Tom Smallwood, Mayor  
Town of Eatonville

Nick Bond  
Town Planner  
Town of Eatonville

Bryan Bowden  
Recreation Planner  
National Park Service

### Advisory Committee Members

Bud Blancher  
Eatonville Resident  
Bicyclist

Bob Schaub  
Eatonville Resident  
Parks Planning Commission &  
Parks Volunteer

Dale Thompson  
Eatonville Resident  
Wildlife Artist & Naturalist

Bob Walters  
Eatonville Resident  
Eatonville Historic Society

Dave Ellis  
Northwest Trek

Duane Emmons  
Pack Forest

Bob Myrick  
Tacoma Wheelmen Association &  
Mount Tahama Trail System

Eileen Annigan  
Tacoma/Pierce County Health  
Department

## Introduction and Background

The Town of Eatonville is beginning a planning process to develop a plan for a trail system in Eatonville with regional connections to Mt. Rainier National Park, surrounding cities, existing trails, and other nearby destinations and attractions. This is the first of a series of newsletters that is designed to inform and engage you in this process. Future newsletters will be produced at key points throughout the project.

Eatonville is planning to prepare a Town Parks Plan and the goal is to include a 'Regional Trails' chapter in the plan that addresses the need for pedestrian, equestrian, and bicycle trails in and around Eatonville.

The plan to be developed from this project will result in a written document that describes the common vision for a town and regional trail system. It will describe proposed locations and type of use; discuss potential management and operation needs; identify needed partnerships; describe potential funding sources; and present recommendations for implementation.

### Our Draft Vision Statement

The Eatonville trail system is a widely known network of pedestrian, bicycle, and equestrian trails respected for its quality, function, and ease of use. The system is readily accessible to residents and visitors with various abilities and interests. It connects the Town of Eatonville to surrounding areas and attractions and provides important health, economic, transportation, recreation, education, and environmental benefits to the community.



## Bringing Resources Together

To help facilitate development of the Plan, the Town of Eatonville applied for planning assistance from the Rivers, Trails, and Conservation Assistance Program of the National Park Service. The grant was approved in January 2007

and a citizen advisory committee was formed to help guide the planning process.

The first Advisory Committee meeting was held on February 27th to begin the planning effort and develop a project timeline. This newsletter describes the project timeline and benchmarks for the project.

For further information contact Nick Bond, Town Planner at (360) 832-3361.

## Our Process

*The Town of Eatonville is just beginning the planning process. The ultimate goal is to develop a plan that reflects a community-wide vision for a town and regional trail system that meets the needs of walkers, bicyclists, and horseback riders. The project has three stages as described below:*

### **Stage 1 – Information Gathering (spring 2007)**

The first stage consists of researching and preparing baseline information. This stage will include developing base maps, researching land ownership, and preparation of a document that summarizes the natural and cultural resources of the region. This stage will also consist of working with the advisory committee to develop a vision statement, trail guidelines, operation and maintenance considerations, and trail route options.

### **Stage 2 – Analysis and Field Investigation (summer 2007)**

All of the information gathered in Stage I will be analyzed and trail routes will be refined. This stage will also include on-the-ground fieldwork.

### **Stage 3 – Draft and Final Plan Preparation (fall/winter 2007)**

The final stage of the process will be the preparation of a draft plan, circulation for public review and comment, final plan production, and adoption by the Town of Eatonville and the community.

## Public Involvement

*One goal for this project is broad public involvement. All citizens are encouraged to participate. Throughout the planning process there will be opportunities to learn about the status of the project or provide input. The various elements of the public involvement component are described below:*

**Advisory Committee.** An advisory committee of interested citizens and agencies has been formed to provide advice and to help with the project. The advisory committee will serve as a link between the community and the Town of Eatonville.

**Newsletter.** This is the first of a series of newsletters. If you wish to be included on the mailing list please contact Nick Bond, Town Planner, (360) 832-3361 or nbond@eatonville-wa.gov

**Public Meetings.** Two public meetings will be held to provide residents of the region an opportunity to learn and give their feedback on the project. These will include the following:

**Fall 2007.** A public 'open house' will be held at a half-way point in the project (before a draft plan is written) to display information on the resource summary, draft vision statement, draft trail guidelines, draft operation and maintenance concepts, and preliminary trail routes.

**Winter/Spring 2008.** The draft plan will be released for public review and comment. A public meeting will be held to discuss the draft plan and announce its availability for a 30-day public review/comment period. A powerpoint slide show will be provided at this meeting that summarizes the contents of the draft plan.

## Eatonville Regional Trails Newsletter

Sponsored By:



National Park Service  
Rivers, Trails and Conservation  
Assistance Program



## Appendix II - Newsletter Two



Issue 2

### Newsletter Eatonville Regional Trails Study



Fall 2007

#### *Planning Team*

Tom Smallwood, Mayor  
Town of Eatonville

Nick Bond  
Town Planner  
Town of Eatonville

Bryan Bowden  
Recreation Planner  
National Park Service

#### *Advisory Committee Members*

Len Throop  
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Bob Walter  
Eatonville Resident  
South Pierce County Historical  
Society

Duane Emmons  
Pack Forest

Bob Myrick  
Tacoma Wheelmen Bicycle Club  
& Mount Tahoma Trail Associa-

Eileen Finnigan  
Tacoma/Pierce County Health  
Department

## Introduction and Background

The Town of Eatonville is preparing a comprehensive 'Parks and Trails Plan' and the first step is the development of a regional trail plan that will address the need for pedestrian, equestrian, and bicycle trails in and around Eatonville.

Working in consultation with an advisory committee of dedicated citizens and agency representatives, the Town has been working on the development of a 'concept plan' for the regional trail system. Additional planning assistance is being provided by the Rivers, Trails, and Conservation Assistance Program of the National Park Service. This is the second of a series of newsletters that is designed to inform and engage you in this planning process.

The 'Concept Plan' that is being developed will result in a written document that describes the community vision for the trail system including the type of use, design ideas, management and operations needs, partnerships, potential funding sources, and recommendations for implementation.

This newsletter provides summarized information about various draft documents that have been developed, reviewed, and discussed with the Advisory Committee in meetings held over the past nine months. These documents will be used to prepare the full concept plan, which will be the last stage of the project.

### You Are Invited!

#### Eatonville Regional Trail Planning Open House

*Tuesday, October 23, 2007*

*6:30—8:30 p.m.*

*Eatonville Community  
Center.*

*Stop in anytime between 6:30 and 8:30 p.m. to review preliminary draft documents, maps, and materials that have been developed to date.*

*Note: This is an informal opportunity to learn about trail planning to date. A complete draft plan has not yet been prepared; rather, a series of documents have been drafted that will form the basis for writing the complete plan. These documents will be available for review at the open house.*

*For more information contact:*  
*Nick Bond, Town Planner*

*(360) 832-3361*

*or visit our website*

*[www.eatonvilletrailsplan.wetpaint.com](http://www.eatonvilletrailsplan.wetpaint.com)*

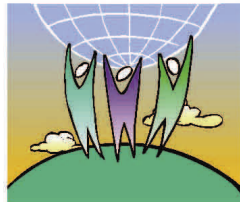
### Draft Vision Statement

The Eatonville Trail system is a widely known network of pedestrian, bicycle, and equestrian trails respected for its quality, function, and ease of use. The system is readily accessible to residents and visitors with various abilities and interests. It connects the Town of Eatonville to surrounding areas and attractions and provides important health, economic, transportation, recreation, education, and environmental benefits to the community.



## **Draft Goals and Strategies**

The draft 'Goals and Strategies' document describes goals for the trail system and strategies for achieving goals.



Goal 1: Provide educational and interpretive programs and opportunities.

Goal 2: Encourage stewardship and conservation.

Goal 3: Facilitate Accessibility and Connectivity.

Goal 4: Promote and Ensure Safety

Goal 5: Emphasize Aesthetics and Function

## **Design Concepts and Guidelines**

The draft 'Design Concepts and Guidelines' document describes who the trail system will serve and how it will be built

### **Type of Use**

The Eatonville Regional trail system will be designed for non-motorized users for recreation, fitness, and transportation purposes. The system will accommodate walking, jogging, bicycling, inline skating, horse-back riding, and other types of activity. The trail system will be designed to accommodate a broad range of users of all ages and levels of ability.

### **Type of Trails**

A variety of trail types will be developed and linked together to form a regional system of trails. These trail types will include the following:

- Sidewalks – cement sidewalks
- Crosswalks – striped and signed pedestrian crosswalks at intersections
- Bicycle Lanes – portions of the roadway designated for the preferential use of bicyclists
- Designated Bicycle Routes – roadways designated by signing as a preferred route for bicycle use
- Neighborhood Connectors – short cuts through city blocks, neighborhoods, and/or business districts
- Paved trails – multi-use asphalt trails separated from motorized vehicle traffic in an independent right-of-way (similar to the Foothills Trail in Orting)
- Forest Roads – gravel logging roads designated by signs suitable for walking, bicycling, and/or equestrian use
- Hiking trails – dirt foot paths for hiking and backpacking
- Interpretive Trails – short loop trails with interpretive features (signs or brochures) explaining natural and/or cultural features found along the trail
- Water Trails (put in/take out sites)

Additional topics described in this document include:

- Surfacing
- Linkage to places and destinations
- Trailheads
- Signage
- Safety
- Accessibility

# EATONVILLE REGIONAL TRAIL PLAN

## Draft Management and Operations

The draft 'Management and Operations' document describes how the trail system will be managed.

## Management Partnerships

The 'Eatonville Regional Trail System' will be jointly developed and managed in partnership with other public and private agencies, groups, and/or entities that own and/or manage lands in the region. The Town of Eatonville will initially serve as the lead in this partnership. Other potential partners include:

- University of Washington, Pack Forest
- Washington State Parks
- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Pierce County Department of Parks and Recreation
- Pierce County Department of Public Works
- Mount Rainier National Park
- Private Timber Companies
- Homeowners Associations

Additional topics described in this document include:

- Maintenance
- Funding
- Emergency Vehicle Access
- Etiquette and Regulations
- Programming
- Volunteers



## Draft Natural and Cultural Resources

The draft 'Natural and Cultural Resources' document provides a general overview of the region's natural and cultural heritage.

### Natural Resources

The natural resources section includes information on:

- Geology
- Hydrology
- Vegetation
- Habitat
- Common birds and mammals found in the area



### Cultural Resources

The cultural resources section includes information on:

- The Nisqually People
- European Settlement
- Pack Forest History
- Railroad History
- Bicycling History
- Regional Historic Sites
- Regional Recreation and Tourism



First Eatonville Schoolhouse, 1892  
Photo Credit: Bob Walter

## Trail Descriptions

The draft 'Trail Descriptions' document describes specific trail recommendations and includes maps of proposed trail routes.

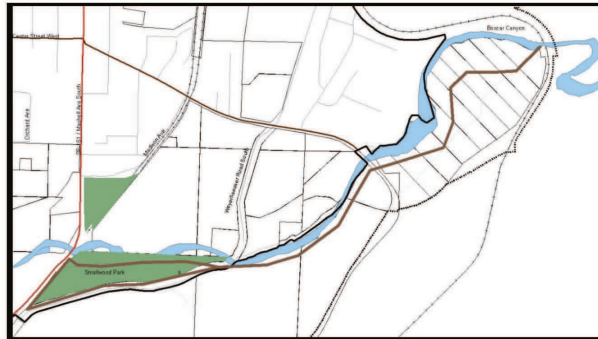
### Mashell River Greenbelt Trail South

**Endpoints:** Boxcar Canyon to Smallwood Park.

**Description:** Greenbelt along the south shore of the Mashell River, including paved multi-purpose asphalt trails.

**Links:** Smallwood Park, Millpond Park, Weyerhaeuser Road/Pack Forest Trail, Aviator Heights Trail, Mashell River North Greenbelt Trail

**Type of Use:** Multi-use (walking, bicycling, jogging, etc).



Sample Trail map  
Mashell River Greenbelt Trail South

## Other Information

In addition to the documents briefly described in this newsletter, two other documents have been drafted related to this project. They are:

- Project Background Information (describes how and why the Town of Eatonville initiated this planning project)
- Interpretation and Education (describes opportunities for educational and interpretive facilities and programs related to the trail system)

## Next Steps

After the open house, the project will move into the final stage, *Draft and Final Plan Production*. A draft plan will be prepared and released for public review and comment by early winter, 2008. A public meeting will be held at that time to discuss the draft plan and announce its availability for public review. After the public review and comment period is complete, final edits will be made and the finished plan will be printed and adopted by the Town Council. The expected completion date is spring, 2008.

# Eatonville Regional Trails Newsletter



National Park Service  
Rivers, Trails and Conservation  
Assistance Program

## Appendix III - Newsletter Three



Issue 3

### Newsletter Eatonville Regional Trails Study



Fall 2008

#### *Planning Team*

Tom Smallwood, Mayor  
Town of Eatonville

Nick Bond  
Town Planner  
Town of Eatonville

Bryan Bowden  
Recreation Planner  
National Park Service

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& Mount Tahoma Trail Association

Eileen Finnigan  
Tacoma/Pierce County Health  
Department

Len Throop  
Eatonville Resident  
Owner, Eatonville Outdoor

## Draft Plan Ready for Public Review

The Town of Eatonville, along with an Advisory Committee of dedicated citizens and agency representatives, has developed a draft plan for a town and regional trail system. This is the third of three newsletters produced to inform and engage you in the planning process. The primary purpose of this project is the development of the regional trail plan - a written document that describes the community vision for the trail system.

The Advisory Committee has been meeting with Town staff since January 2007 to meld trail concepts and ideas into a plan for the future development of a town and regional trail system. In the fall of 2007, committee members hosted an 'Open House' in the Eatonville Community Center to present preliminary maps, documents, and materials that were used in the production of the draft plan.

All of this work has culminated in the preparation of a draft plan that is ready for public review and comment.

The draft plan consists of chapters on the following subjects:

- Project Background and Planning Process
- Vision and Goals
- Natural and Cultural Resources
- Trail Design Concepts
- Management and Operations
- Interpretation and Education Opportunities
- Trail Route Descriptions
- Next Steps and Implementation
- Funding Opportunities

### You Are Invited!

#### Eatonville Regional Trail Plan—Public Review Draft

Thursday, November 13,  
2008

7:00—8:30 p.m.

Eatonville Community  
Center

*Please join us at the public  
meeting for a presentation and  
discussion of the draft plan for  
a future trail system in the  
greater Eatonville region.*

For more information contact:

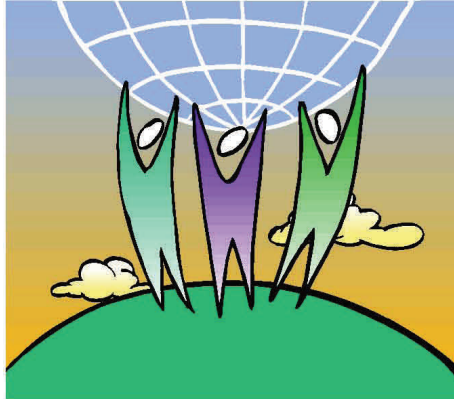
Nick Bond, Town Planner  
(360) 832-3361

or visit our website  
[www.eatonvilletrailsplan.wetpaint.com](http://www.eatonvilletrailsplan.wetpaint.com)

### Public Review

The draft trail plan will be available for public review and comment from November 13, 2008 to December 15, 2008. You may review a copy of the draft plan either on line at [www.eatonvilletrailsplan.wetpaint.com](http://www.eatonvilletrailsplan.wetpaint.com) or you may request a CD by calling or emailing Nick Bond, (360) 832-3361 or [nbond@eatonville-wa.gov](mailto:nbond@eatonville-wa.gov). In addition, a limited number of copies of the draft plan will be available for people to check-out at the Eatonville Library.





## VISION AND GOALS

The 'Vision, Goals, and Strategies' chapter describes the community vision for a regional trail system and articulates goals for achieving the vision.

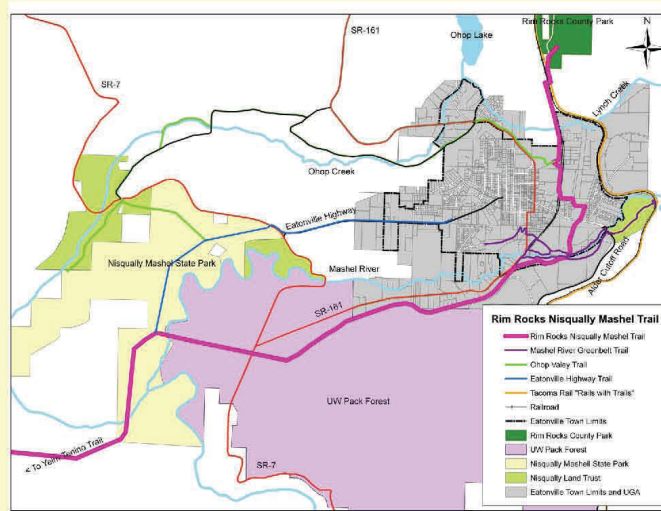
### Vision

*The Eatonville trail system is a widely known network of pedestrian, bicycle, and equestrian trails respected for its quality, function, and ease of use. The system is readily accessible to residents and visitors with various abilities and interests. It connects the Town of Eatonville to surrounding areas and attractions and provides important health, economic, transportation, recreation, education, and environmental benefits to the community.*

## TRAIL DESCRIPTIONS

The draft plan presents specific trail recommendations and includes maps and descriptions of proposed trail routes.

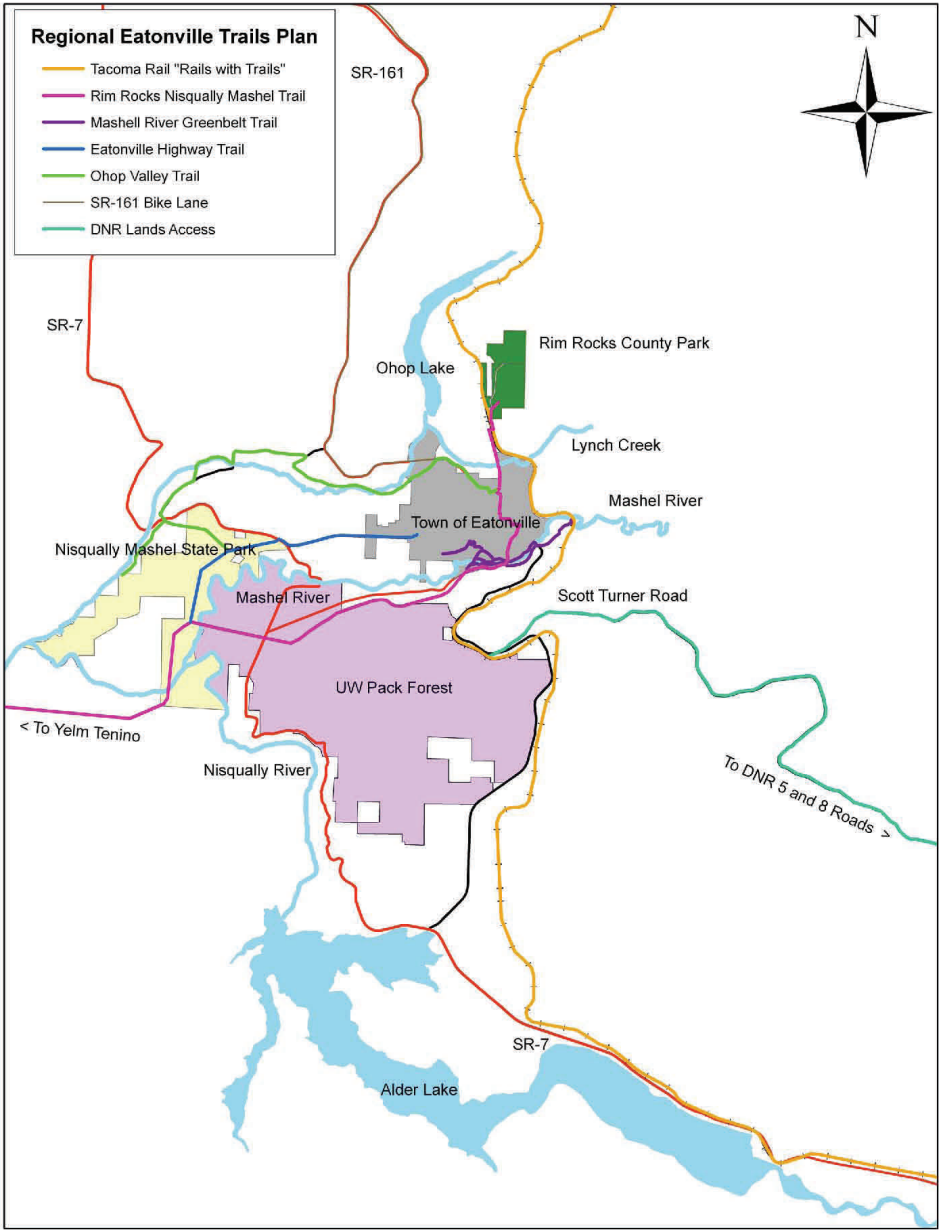
### Rim Rocks to Nisqually Mashel State Park



**Description:** Two future parks are being planned for development in the greater Eatonville area. Rim Rocks Park will be a county park located north of Eatonville along Lynch Creek Road. Nisqually Mashel State Park will be a new state park located at the confluence of the Mashel and Nisqually rivers along State Route 7 west of Eatonville. A trail will be developed linking these two parks through Eatonville. Starting at Rim Rocks Park, the trail will head south (parallel to Lynch Creek road), run behind the Eatonville Elementary school, and around the south end of the airport through the Aviator Heights development to its entrance on Weyerhaeuser Road North. The trail will then head south on Weyerhaeuser Road, crossing Center Street at a defined crosswalk. From Weyerhaeuser Road South the trail will cross the Mashel River using a pedestrian bridge, and head west through Pack Forest to the Nisqually Mashel State Park.

EATONVILLE REGIONAL TRAIL PLAN

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## **Other Information**

In addition to the chapters briefly described in this newsletter, the draft plan includes chapters on the following subjects:

- Project Background Information
- The Planning Process/Public Involvement
- Natural and Cultural Resources
- Design Guidelines
- Management and Operations
- Interpretation and Education
- Funding Opportunities

## **Next Steps and Implementation**

After the public review and comment period is complete, final edits will be made and the finished plan will be printed and adopted by the Town Council. The expected completion date is January, 2009.

In addition the draft plan includes implementation recommendations. These include:

- Form a 'Friends of the Trail' group
- Require trail development in permitting process
- Develop a user friendly guide to the trail system
- Open sections of trail where possible
- Apply for grants
- Design and engineering
- Permitting and environmental review
- Enter into cooperative management agreements with other jurisdictions

## **Eatonville Regional Trails Newsletter**



National Park Service  
Rivers, Trails and Conservation  
Assistance Program

## Appendix IV - Washington State Recreational Use Statute

### **§4.24.200 Liability of owners or others in possession of land and water areas for injuries to recreation users -- Purpose.**

The purpose of RCW 4.24.200 and 4.24.210 is to encourage owners or others in lawful possession and control of land and water areas or channels to make them available to the public for recreational purposes by limiting their liability toward persons entering thereon and toward persons who may be injured or otherwise damaged by the acts or omissions of persons entering thereon.

HISTORY: [1969 ex.s. c 24 § 1; 1967 c 216 § 1.]

### **§4.24.210 Liability of owners or others in possession of land and water areas for injuries to recreation users -- Limitation.**

(1) Except as otherwise provided in subsection (3) of this section, any public or private landowners or others in lawful possession and control of any lands whether designated resource, rural, or urban, or water areas or channels and lands adjacent to such areas or channels, who allow members of the public to use them for the purposes of outdoor recreation, which term includes, but is not limited to, the cutting, gathering, and removing of firewood by private persons for their personal use without purchasing the firewood from the landowner, hunting, fishing, camping, picnicking, swimming, hiking, bicycling, skateboarding or other non-motorized wheel-based activities, hang gliding, paragliding, the riding of horses or other animals, clam digging, pleasure driving of off-road vehicles, snowmobiles, and other vehicles, boating, nature study, winter or water sports, viewing or enjoying historical, archaeological, scenic, or scientific sites, without charging a fee of any kind therefore, shall not be liable for unintentional injuries to such users.

(2) Except as otherwise provided in subsection (3) of this section, any public or private landowner or others in lawful possession and control of any lands whether rural or urban, or water areas or channels and lands adjacent to such areas or channels, who offer or allow such land to be used for purposes of a fish or wildlife cooperative project, or allow access to such land for cleanup of litter or other solid waste, shall not be liable for unintentional injuries to any volunteer group or to any other users.

(3) Any public or private landowner, or others in lawful possession and control of the land, may charge an administrative fee of up to twenty-five dollars for the cutting, gathering, and removing of firewood from the land. Nothing in this section shall prevent the liability of such a landowner or others in lawful possession and control for injuries sustained to users by reason of a known dangerous artificial latent condition for which

warning signs have not been conspicuously posted. Nothing in RCW 4.24.200 and 4.24.210 limits or expands in any way the doctrine of attractive nuisance. Usage by members of the public, volunteer groups, or other users is permissive and does not support any claim of adverse possession.

(4) For purposes of this section, a license or permit issued for state-wide use under authority of \*chapter 43.51 RCW, \*\*Title 75, or Title 77 RCW is not a fee.

HISTORY: [1997 c 26 § 1; 1992 c 52 § 1. Prior: 1991 c 69 § 1; 1991 c 50 § 1; 1980 c 111 § 1; 1979 c 53 § 1; 1972 ex.s. c 153 § 17; 1969 ex.s. c 24 § 2; 1967 c 216 § 2.]

NOTES: Reviser's note:

\*(1) Chapter 43.51 RCW was recodified as chapter 79A.05 RCW pursuant to 1999 c 249 § 1601.

\*\*\*(2) Title 75 RCW was recodified, repealed, and/or decodified in its entirety by 2000 c 107. See Comparative Table for Title 75 RCW in the Table of Disposition of Former RCW Sections, Volume 0. Purpose -- 1972 ex.s. c 153: See RCW 79A.35.070. Off-road and non-highway vehicles: Chapter 46.09 RCW. Snowmobiles: Chapter 46.10 RCW.

**§79A.35.070 Categories of trails or areas -- Policy statement as to certain state lands.**

The following seven categories of trails or areas are hereby established for purposes of this chapter:

- (1) Cross-state trails which connect scenic, historical, geological, geographical, or other significant features which are characteristic of the state;
- (2) Water-oriented trails which provide a designated path to, on, or along fresh and/or salt water in which the water is the primary point of interest;
- (3) Scenic-access trails which give access to quality recreation, scenic, historic or cultural areas of state-wide or national significance;
- (4) Urban trails which provide opportunities within an urban setting for walking, bicycling, horseback riding, or other compatible activities. Where appropriate, they will connect parks, scenic areas, historical points, and neighboring communities;
- (5) Historical trails which identify and interpret routes which were significant in the historical settlement and development of the state;
- (6) ORV vehicle trails which are suitable for use by both four-wheel drive vehicles and two-wheel vehicles. Such trails may be included as a part of the trail systems enumerated in subsections (1), (2), (3) and (5) of this section or may be separately

designated;

(7) Off-road and off-trail areas which are suitable for use by both four-wheel drive vehicles and two-wheel vehicles. IAC shall coordinate an inventory and classification of such areas giving consideration to the type of use such areas will receive from persons operating four-wheel drive vehicles and two-wheel vehicles.

The planning and designation of trails shall take into account and give due regard to the interests of federal agencies, state agencies and bodies, counties, municipalities, private landowners and individuals, and interested recreation organizations. It is not required that the above categories be used to designate specific trails, but the IAC will assure that full consideration is given to including trails from all categories within the system. As it relates to all classes of trails and to all types of trail users, it is herein declared as state policy to increase recreational trail access to and within state and federally owned lands and private lands where access may be obtained. It is the intent of the legislature that public recreation facilities be developed as fully as possible to provide greater recreation opportunities for the citizens of the state. The purpose of chapter 153, Laws of 1972 ex. sess. is to increase the availability of trails and areas for off-road vehicles by granting authority to state and local governments to maintain a system of ORV trails and areas, and to fund the program to provide for such development. State lands should be used as fully as possible for all public recreation which is compatible with the income-producing requirements of the various trusts.

HISTORY: [1977 ex.s. c 220 § 21; 1972 ex.s. c 153 § 1; 1971 ex.s. c 47 § 2; 1970 ex.s. c 76 § 8. Formerly RCW 67.32.080.]

NOTES: Severability -- 1971 ex.s. c 47: See RCW 46.09.900.

Application of chapter -- Permission necessary to enter upon private lands: RCW 46.09.010.

### **§46.09.010 Application of chapter -- Permission necessary to enter upon private lands.**

The provisions of this chapter shall apply to all lands in this state. Nothing in chapter 43.09 RCW, \*RCW 67.32.050, 67.32.080, 67.32.100, 67.32.130 or 67.32.140 shall be deemed to grant to any person the right or authority to enter upon private property without permission of the property owner.

