

The background image is a photograph of a wooden trestle bridge spanning a deep forest. The bridge's complex wooden truss structure is prominent on the right side, while the left side shows a dense forest of tall evergreen trees. Sunlight filters through the canopy, creating a dappled light effect. A large, semi-transparent 'DRAFT' watermark is oriented diagonally across the center of the image.

DRAFT

# CARBON RIVER CORRIDOR

## Cooperative Action Plan

September 2021





## LAND ACKNOWLEDGMENTS

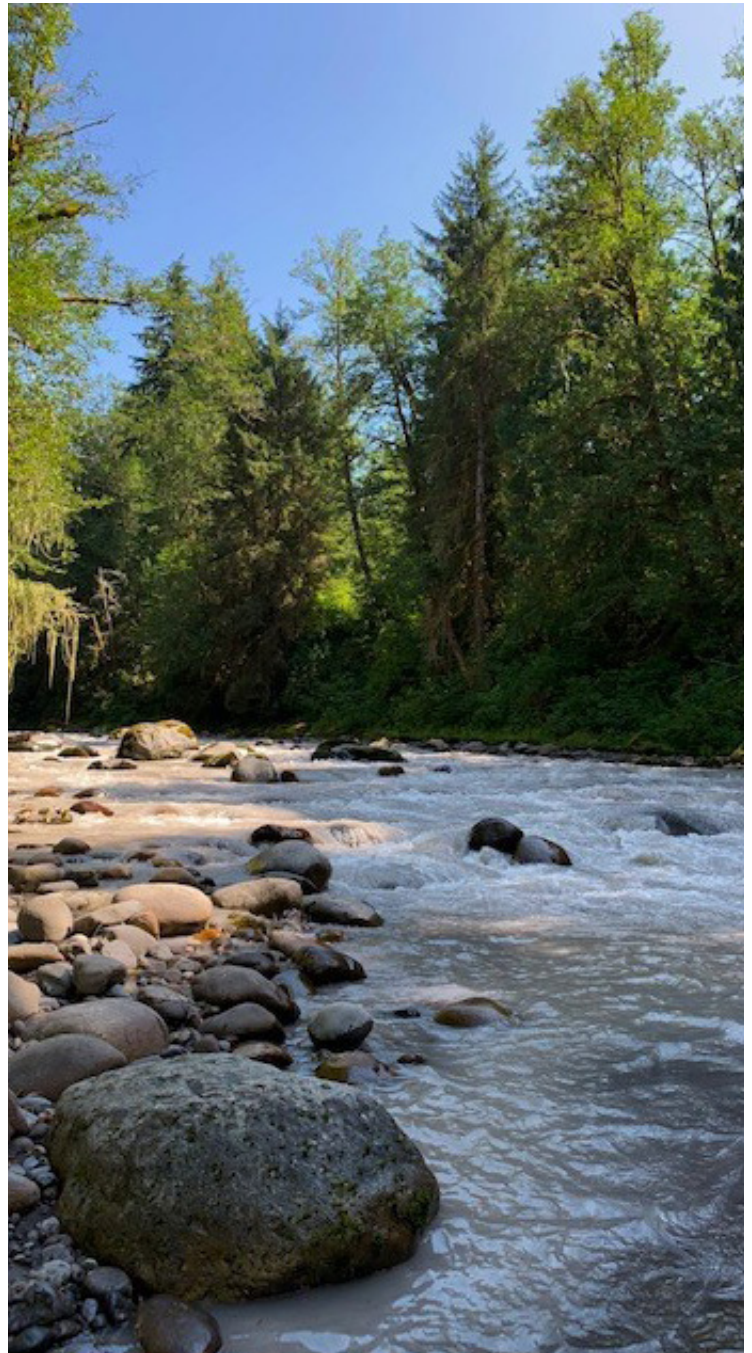
It is our intent to start this plan in a good way, a right way. We acknowledge that the land now identified as Pierce County has for thousands of years been the traditional territory and home for the Puyallup, Nisqually, Squaxin Island, and Muckleshoot people.

Today, this land is still home to these four federally recognized tribes. We respectfully recognize the Puyallup, Nisqually, Squaxin Island, and Muckleshoot people as past, present and future guardians of this land both culturally and legally, as evidenced by their respective treaties.

We acknowledge these Tribal governments and their respective roles today in protecting and taking care of these lands and resources. We are grateful to have the opportunity to live and work here.

With this plan, we commit to working together in stewardship of their homeland where we mutually work and reside.

**This language serves as a placeholder, subject to final recommendation and adoption by Tribal partners.**



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## VISION

The Carbon River Corridor continues to experience growing demand for recreational opportunities and visitor services as well as an increasing concern for the impact of illegal and unsanctioned recreation on the region's historical and natural resources.

**The Carbon River Corridor Cooperative Action Plan (CAP)** addresses this need. The CAP is a list of objectives and priority actions that landowners throughout the corridor intend to explore and implement over the next 10-years in response to growing demands on the region. This CAP was born through a process of collaboration between landowners, local stakeholders, and members of the public to assess challenges and opportunities for cohesive management of the corridor into the future. The CAP consolidates the interests of visitors, residents, and local stakeholders with the concerns and commitments of public and private landowners, providing a centralized vision for objectives and actions throughout the corridor.

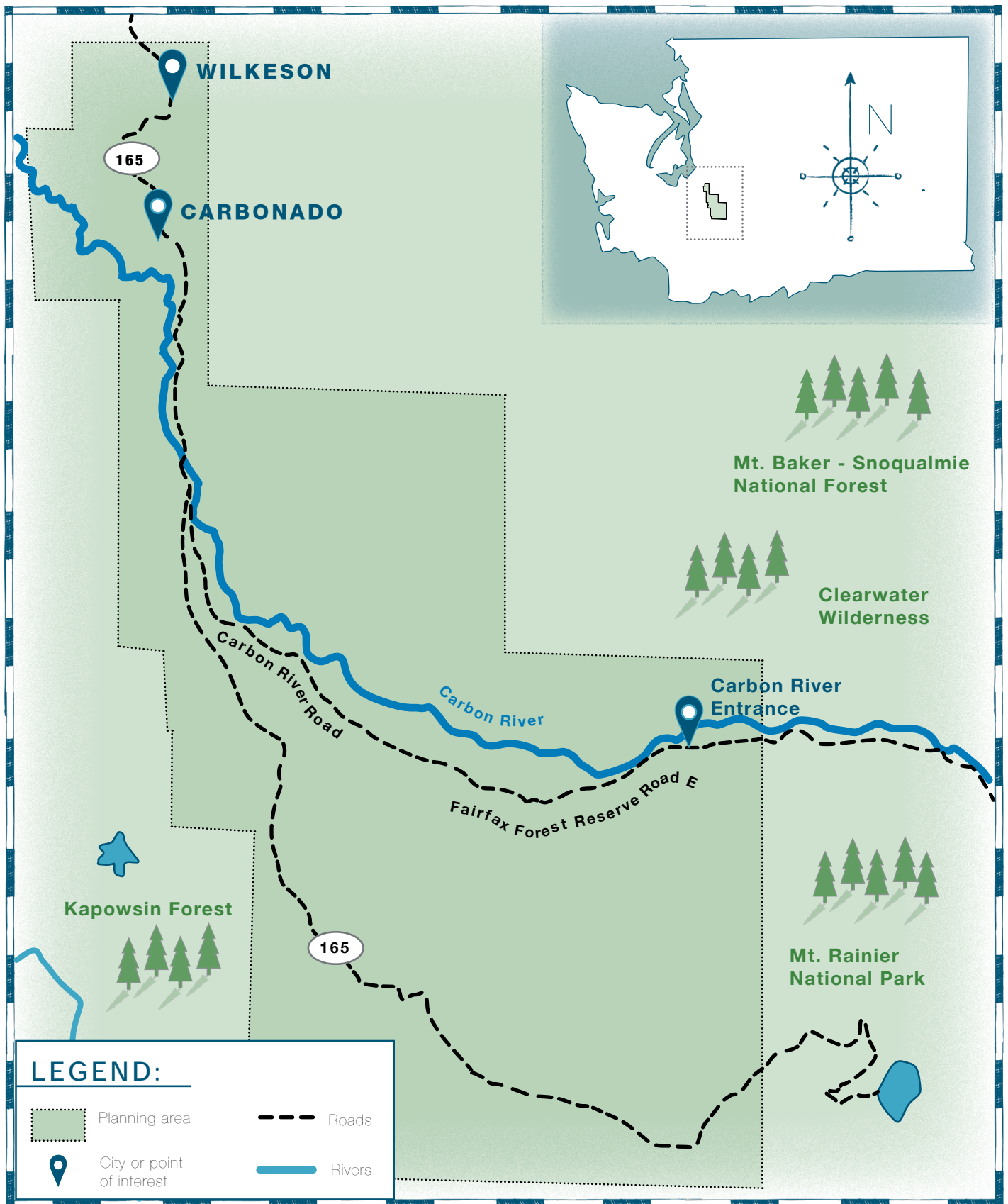
### VISION

To develop a holistic approach to conserve and manage the area's natural resources, protect regional cultural heritage, and provide additional visitor services and educational information to the growing number of recreation users in the corridor.





## Project area



**A broad coalition** of jurisdictions, private landowners, Tribal nations, and stakeholders collaborated in this planning process, and partners are committed to working toward achieving the objectives and actions outlined in this plan over the next ten years.





**Coalition partners:**

**3**  
**JURISDICTIONS**

**11**  
**PRIVATE**  
**LANDOWNERS**

**3**  
**TRIBAL**  
**NATIONS**

**24**  
**REGIONAL**  
**STAKEHOLDERS**

	PRIORITY	Objectives
	<b>Partner coordination</b>	<ul style="list-style-type: none"> <li>• <b>P-1:</b> Establish a structure for coordinated management</li> <li>• <b>P-2:</b> Coordinate across partners to mitigate unsanctioned activities</li> </ul>
	<b>Recreational opportunities and facilities</b>	<ul style="list-style-type: none"> <li>• <b>R-1:</b> Expand recreational opportunities and access</li> <li>• <b>R-2:</b> Develop infrastructure and expand visitor services to support increased demand</li> </ul>
	<b>Informational and educational resources</b>	<ul style="list-style-type: none"> <li>• <b>I-1:</b> Provide consistent and readily available visitor information</li> </ul>
	<b>Natural and historical conservation</b>	<ul style="list-style-type: none"> <li>• <b>N-1:</b> Characterize, conserve, protect, and manage natural and historical land; foster an understanding of historical uses</li> </ul>

*Context, timeline, priority actions, and implementation partners for each objective are discussed in detail in Chapter III of the CAP.*



## Statement from the Steering Committee

A statement from the Steering Committee will be included in the final plan.



EVERYDAY ADVENTURES

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## BACKGROUND AND PROCESS

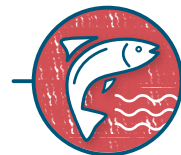
The Carbon River Corridor extends a little more than twenty miles, winding alongside the Carbon River and stretching between the Town of Wilkeson and the Carbon River entrance to Mount Rainier National Park. This region is treasured for its historic, cultural, and natural significance. The area's inland temperate micro-climate is generally accessible for year-round recreation and is surrounded by rugged beauty.

This landscape continues to be significant to the indigenous peoples of the the Muckleshoot Indian Tribe, and Puyallup Tribe of Indians, the Nisqually Indian Tribe, the Squaxin Island Tribe, the Cowlitz Tribe of Indians, and the Yakama Nation: Confederated Tribes and Bands.

Abundant coal resources were discovered in the Carbon River Corridor in the mid-1800s. With the formation of the Northern Pacific Railroad, this natural resource led to the emergence of a network of mining towns stretching along the corridor. Remnants of these mining towns can still be seen today and a few towns, like Wilkeson and Carbonado, serve as the gateway to mining history in the region as well as to the iconic Mount Rainier National Park.

The area currently supports a thriving timber industry. Forest management activities in the area, including timber harvesting activities, continue to play an important role in the local economy, reducing fire risk and creating jobs. Wilkeson and Carbonado are also experiencing renewal in the area of economic development, with new or improved restaurants opening to serve the increasing flow of tourists.

### CARBON RIVER AREA RESOURCES - *at a glance*



**Cultural  
Significance**



**Remnants of Old  
Mining Operations**



**Old Growth and  
Natural Preservation**



**Recreational  
Opportunities**



In 2003, stakeholders throughout the corridor came together to define a possible future for the Carbon River area to address growing pressures from both development and increased use of the area's landscape for active recreation. This two-week Charette process, commissioned by the National Park Service, in partnership with the Mt. Baker Snoqualmie National Forest, was the fourth in a series of studies of the highway corridors leading to Mount Rainier National Park. The resulting 70+ page visioning document<sup>1</sup> which included recommendations to address transportation needs, increasing access throughout the region, and a desired priority to complete the Foothills Trail that could serve as the backbone hiking route through the area, was characterized as "conceptual." While the 2003 Charette was a valuable first step in understanding needs and opportunities in the corridor, additional planning, environmental review, public review, and input and coordination with local landowners was understood to be needed to achieve any of the ideas captured in the Charette.

In the nearly two decades since the 2003 planning effort began, the region has continued to see population growth in each of the communities along the corridor while shouldering an exponential growth in use from recreationalists such as hikers, campers, cyclists, and motorized vehicle users. In addition to approved and encouraged recreational use, unsanctioned and illegal recreation

activities on private land have grown to pose a significant stress on services and resources provided by land managers in the corridor.

This CAP continues to explore opportunities in the corridor and builds on the visioning of the 2003 Charette. These ideas included concepts such as:

- Erecting a visitor information center
- Extending the Foothills Trail
- Evaluating the possibility of transportation services
- Evaluating other educational and recreational uses

To move past the visioning process and into next steps, the CAP will leverage the resources of the area's major landowners with the capacity of on-the-ground stewards already leading recreation, education, trail building, conservation, and other efforts throughout the Carbon River Corridor.



<sup>1</sup>Carbon River Corridor Charette, 2003

## The CAP process

In 2019, Pierce County Parks (Parks) applied for and received a technical assistance grant from the National Park Service – Rivers, Trails and Conservation Assistance (NPS-RTCA) program. In partnership, lead agencies organized key partners over the next year to coordinate and develop a joint management plan among landowners in the Carbon River Corridor.

**The goal was to identify a holistic approach to conserve the area’s natural resources and protect regional cultural heritage while at the same time providing additional visitor services to the growing numbers of recreation users in the corridor. The identified approach would then serve as a guide for development and services in the corridor for the next ten years.**

Early in 2020, Parks and NPS-RTCA convened a steering committee<sup>2</sup> comprised of major landowners in the corridor to begin the planning process in a series of formal meetings and conversations to lead planning efforts for the 10-year action plan.

<sup>2</sup>See Appendix X for Steering Committee Members & Stakeholder List

## ACRONYMS

<b>CAP</b>	Carbon River Cooperative Action Plan
<b>Framework</b>	Carbon River Corridor Partnership Framework
<b>NPS-MORA</b>	National Parks Service - Mount Rainier National Park
<b>RTCA</b>	National Park Service - Rivers, Trails and Conservation Assistance
<b>Parks</b>	Pierce County Parks
<b>USFS</b>	United States Forest Service
<b>WDFW</b>	Washington Department of Fish and Wildlife
<b>WSDOT</b>	Washington Department of Transportation

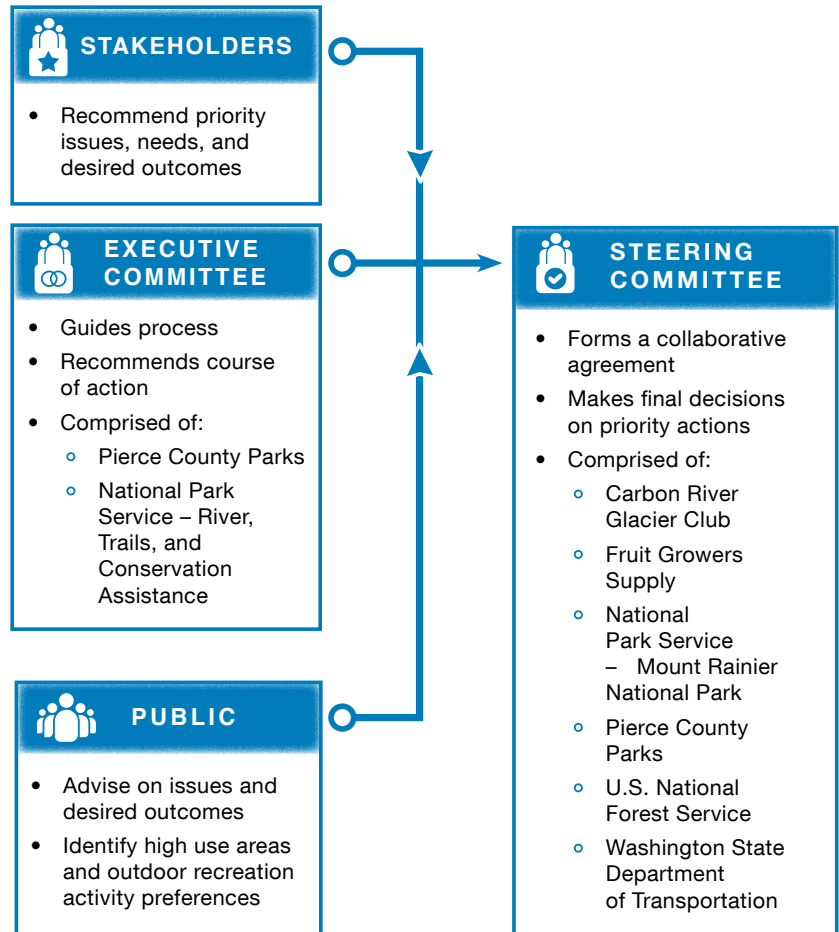


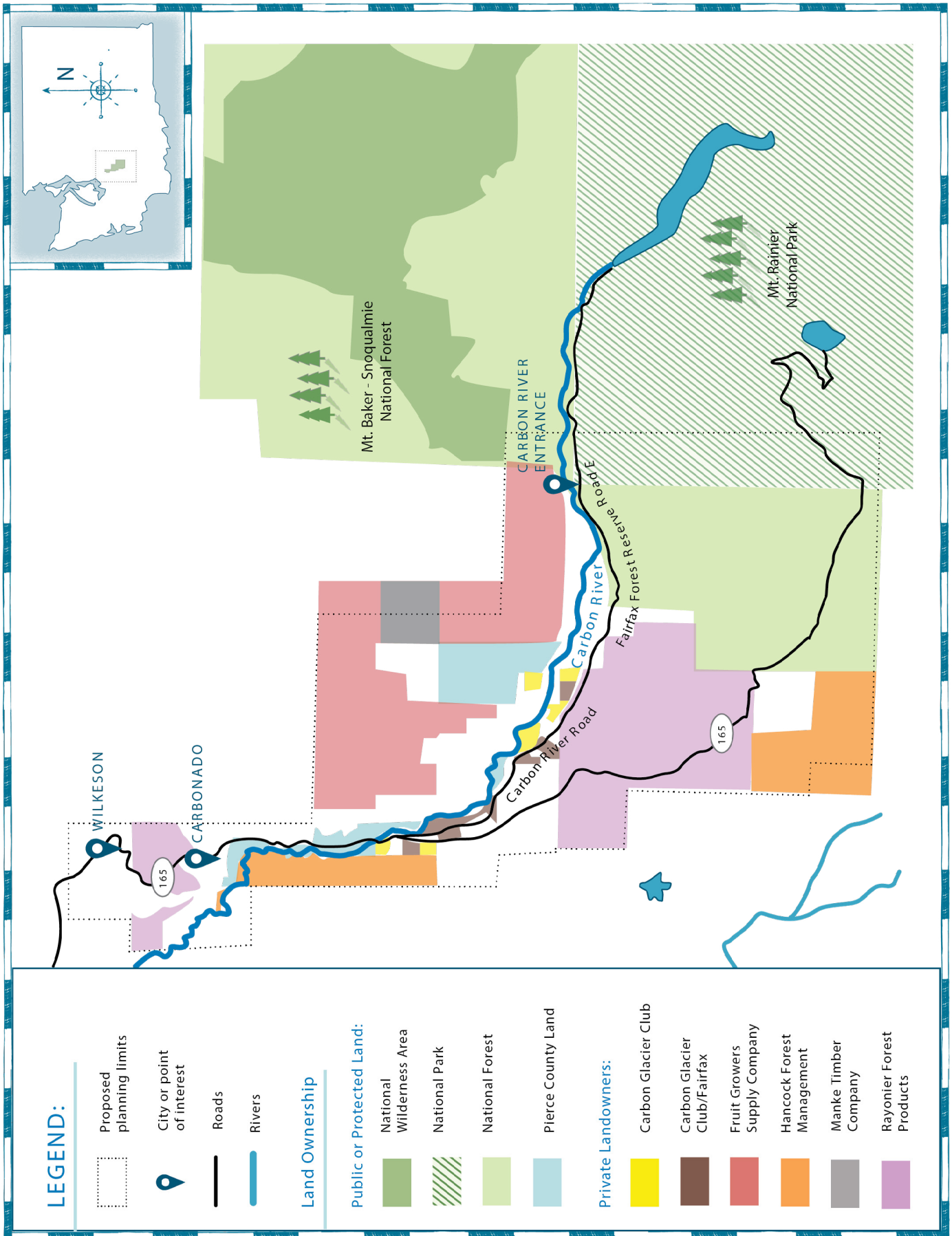


A separate cohort of stakeholders served as an advisory panel throughout the process to further inform priorities and opportunities. Stakeholders provided input through questionnaires and interviews. Tribes were engaged through a work-group for early and regular review of the project's progress.

The public and stakeholder groups were invited to take a survey that was open in summer of 2020. The survey identified areas of interest and concern, including:

- Addressing vandalism, trespassing, dumping, illegal shooting and irresponsible camping
- Expanding visitor services and information
- Enhancing infrastructure:
  - Parking
  - Roads
  - Signage
  - Cell service
  - Public restrooms
- Desire for additional recreational opportunities and infrastructure, such as:
  - Hiking trails and facilities
  - Drive-in campgrounds
  - Hike/bike/ride-in campgrounds
  - ORV/ATV trails and facilities
  - Mountain bike trails and facilities
- Desire to conserve natural and historic resources



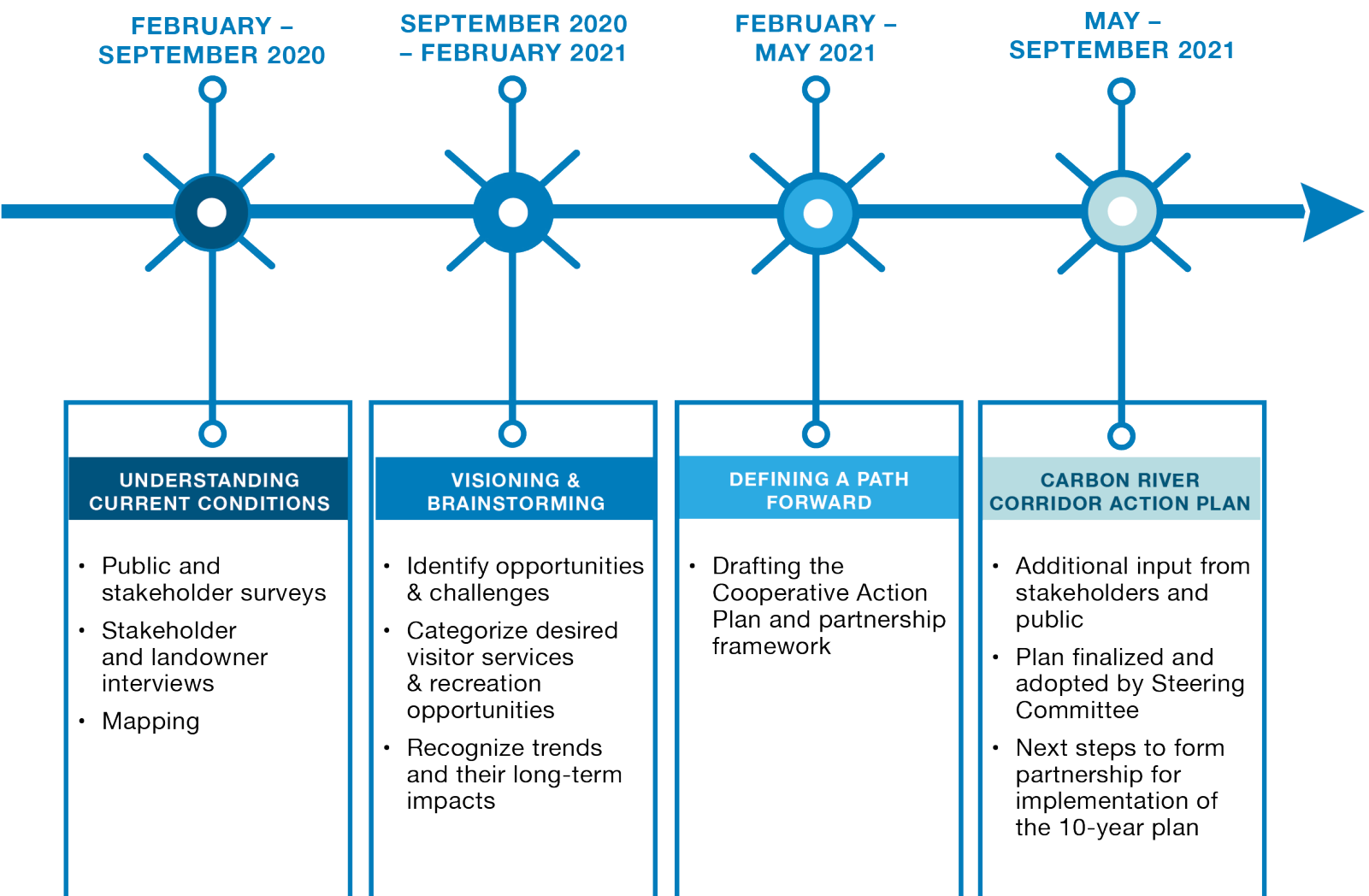




## Understanding current conditions

The first phase of the planning process occurred between February and September 2020. Parks, with the assistance of a local nonprofit, ForeverGreen Trails, sought early input from stakeholders and the public through a series of online surveys and public events to inform current values, interests, priorities, and concerns throughout the corridor. Over 1,500 individuals responded to the public survey. A summary of outreach and engagement efforts can be found in Appendix C.

To continue to build the picture of current conditions in the corridor, Parks employed a consulting team comprised of Envirolssues, Floyd|Snider, and ECONorthwest to conduct targeted interviews with corridor landowners and stakeholder organizations, generate technical maps of current landownership and existing opportunities and challenges, and provide examples of partnership framework options for the cooperative management of the corridor.



The purpose of additional landowner and stakeholder interviews was to build on the results from resident and visitor surveys and begin to identify opportunities and limitations for recreation development in the corridor. The team, with the assistance of RTCA, interviewed over twenty individuals to:

- Understand current operations in the corridor.
- Identify areas intended for, or restricted from, public access.
- Document existing concerns, future visions, and potential opportunities.
- Start early conversations around organizational capacity to partner in these opportunities.

A public outreach, Tribal engagement, and interview summary can be found in Appendix C. Technical mapping supplemented these conversations to identify overall needs and opportunities, existing challenges, and geographic areas of interest throughout the corridor.

### **Visioning and brainstorming**

Over the next several months, the Executive Team and Steering Committee worked to distill the data into location-specific concerns, interests, and opportunities. Landowners, stakeholders, and Tribes shared their knowledge of environmentally sensitive areas, known areas of concern, historic resources, and informal recreation areas.

#### **OVERALL INTERESTS AND NEEDS FROM INTERVIEWS FELL INTO THE FOLLOWING FOURTH CATEGORIES:**



This inventory and mapping process revealed seven geographic areas of focus within the corridor. These maps were used as a tool to guide further discussion about possibilities, limitations, partnership opportunities, and ideas for where and how to address the concerns and desires shared by the public and stakeholders. Through these discussions, the Steering Committee identified the objectives and priority actions that are further outlined in this plan.



## Defining a path toward the Cooperative Action Plan

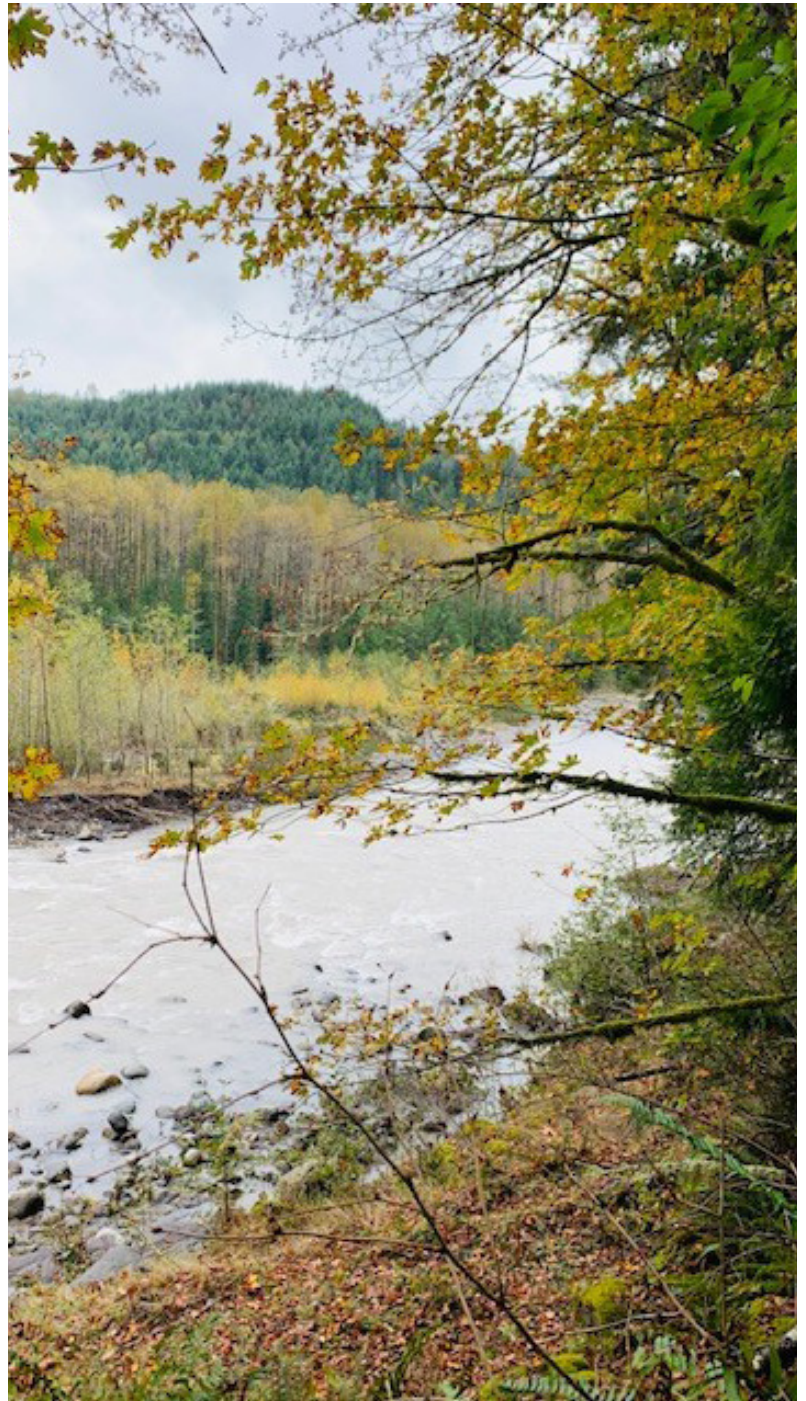
After identifying priority actions, the Steering Committee considered options for working together towards implementation. Chapter IV of this plan outlines the commitments and next steps for forming a sustainable cooperative partnership for management of the corridor. During the spring and summer months of 2021, Parks and RTCA led efforts to obtain additional community feedback on the Carbon River Corridor Cooperative Action Plan through a series of online opportunities. This plan is a culmination of

months of planning, input from vested stakeholders, and cooperation between landowners throughout the corridor. Planning partners, including jurisdictions, landowners, Tribes, and stakeholders, worked collaboratively to align opportunities throughout the corridor to address concerns and advance stakeholder and public interests. The objectives and actions outlined in this plan are collective solutions to the common issues, interests, and desires that were captured through this effort.




## OBJECTIVES AND PRIORITY ACTIONS

Planning partners, including jurisdictions, landowners, and stakeholders, worked collaboratively to align opportunities throughout the corridor to address concerns and advance stakeholder and public interests. The objectives and actions outlined in this plan are collective solutions to the common issues, interests, and desires that were captured through this effort.





 <b>Partner coordination</b>	
<b>OBJECTIVES</b>	<b>ACTIONS</b>
<b>P-1:</b> Establish a structure for coordinated management.	<b>P-1-1:</b> Adopt and implement the Carbon River Corridor Cooperative Action Plan.
	<b>P-1-2:</b> Landowners develop and participate in Memoranda of Agreement related to management of public services and facilities in the Carbon River Corridor.
	<b>P-1-3:</b> Identify funding sources and opportunities for cost-sharing and prioritize needs not supported within current budgets.
<b>P-2:</b> Coordinate across partners to mitigate unsanctioned activities.	<b>P-2-1:</b> Form an enforcement coordination work group.
	<b>P-2-2:</b> Establish a cohort of volunteer safety patrols.
	<b>P-2-3:</b> Develop landowner partnerships to expand private security contracts.
	<b>P-2-4:</b> Evaluate shared response agreements.
	<b>P-2-5:</b> Increase ticketing for illegal activities.
	<b>P-2-6:</b> Create developed dispersed camping opportunities.
	<b>P-2-7:</b> Provide shared presence in Wilkeson, possibly within a new visitor contact center pilot in Wilkeson (see actions R-2-10 and R-2-11).



## Recreational opportunities and facilities

OBJECTIVES	ACTIONS
<p><b>R-1:</b> Expand recreational opportunities and access.</p> <p>*Feasibility studies would need to be completed to ensure these uses are compatible with deed restrictions and geographic constraints.</p>	<b>R-1-1:</b> Explore the opportunity to repair the Rainforest Trail within Mount Rainier National Park.
	<b>R-1-2:</b> Explore the opportunity to repair the Historic Boundary Trail inside Mount Rainier National Park.
	<b>R-1-3:</b> Complete the Foothills Trail from Wilkeson to Mount Rainier National Park Carbon River Entrance.
	<b>R-1-4:</b> Explore a public access agreement on Green Crow land with maintenance, use areas, and type of access.
	<b>R-1-5:</b> Explore opportunities for recreation on Pierce County Parks' land.*
	<b>R-1-6:</b> Explore opening Evans Creek ORV Park to winter sports and explore other expansion opportunities.*
	<b>R-1-7:</b> Evaluate the expansion of ORV opportunities.
	<b>R-1-8:</b> Lease out private property to a third-party to develop a hosted campground.
	<b>R-1-9:</b> Develop a private campground for members or the public with a fee.
	<b>R-1-10:</b> Develop hike- and bike-in camping opportunities along the Foothills Trail.
	<b>R-1-11:</b> Expand development at Coke Ovens Park.
	<b>R-1-12:</b> Evaluate visitor opportunities at historical Fairfax Townsite.
	<b>R-1-13:</b> Mount Rainier National Park may evaluate business opportunities for hiker shuttles in the Carbon River Corridor.



## Recreational opportunities and facilities

*(Continued from previous page)*

OBJECTIVES	ACTIONS
<b>R-2:</b> Develop infrastructure and expand visitor services to support increased demand.	<b>R-2-1:</b> Form a road maintenance work group between landowners and agencies responsible for roadways in the corridor.
	<b>R-2-2:</b> Repair the roadway inside Mount Rainier National Park near the Carbon River entrance.
	<b>R-2-3:</b> Encourage local organizations, residents, recreational groups, and visitors to participate in Adopt-a-Highway (state) and Adopt-a-Road (county) volunteer litter clean-up programs.
	<b>R-2-4:</b> Build a pedestrian bridge over the Carbon River connecting future recreational properties, such as Fairfax Townsite, Foothills Trail, etc.
	<b>R-2-5:</b> Explore options to improve roads to and across the Manley Moore bridge for access to the Fairfax Townsite (see R-1-12).
	<b>R-2-6:</b> Develop a signage work group to take a holistic approach to wayfinding to and through the corridor and recommend appropriate signage improvements.
	<b>R-2-7:</b> Improve safety at the Fairfax Bridge by mitigating hazardous parking in the area with signage.
	<b>R-2-8:</b> Install new signage in the corridor based on the work group recommendations (contingent on R-2-6).
	<b>R-2-9:</b> Install signage at seasonal road closure locations to explain closure and rules to visitors.







## Recreational opportunities and facilities

*(Continued from previous page)*

OBJECTIVES	ACTIONS
<b>R-2:</b> Develop infrastructure and expand visitor services to support increased demand. (cont.)	<b>R-2-10:</b> Pilot a temporary visitor contact station in Wilkeson (see action P-2-7).
	<b>R-2-11:</b> Evaluate establishing a permanent inter-agency visitor contact center in Wilkeson.
	<b>R-2-12:</b> Expand existing parking, add wayside signs and benches, and rebuild the arch at the Carbon River entrance to Mount Rainier National Park.
	<b>R-2-13:</b> Expand the existing parking lot in downtown Carbonado to include a restroom and informational signage.
	<b>R-2-14:</b> Expand parking at Tolmie Creek.

 <b>Informational and recreational resources</b>	
<b>OBJECTIVES</b>	<b>ACTIONS</b>
<b>I-1:</b> Provide consistent and readily available visitor information.	<b>I-1-1:</b> Develop an online application to allow visitors to virtually view the entrance to Mount Rainier National Park before they leave home.
	<b>I-1-2:</b> Develop one central Carbon River Corridor information website.
	<b>I-1-3:</b> Provide information at the Wilkeson visitor center (R-3-1/R-3-2) and highway signs urging visitors to stop in Wilkeson for information and supplies.
	<b>I-1-4:</b> Provide an audit to stakeholder groups to ensure that any information currently available is correct.
	<b>I-1-5:</b> Evaluate the need for additional visitor experience tools.
	<b>I-1-6:</b> Develop a messaging plan for the Carbon River corridor that all partners can use. (also see I-1-7 and I-1-8).
	<b>I-1-7:</b> Develop virtual tours of the area based on recreational and historical opportunities.
	<b>I-1-8:</b> Write articles about the corridor to be published in stakeholder newsletters and websites.
	<b>I-1-9:</b> Convene a signage work group for logo development, sign standardization and common symbolism.
	<b>I-1-10:</b> Conduct an audit of existing signage within and outside of the corridor.
	<b>I-1-11:</b> Install rules signs on private, county, and federal property signifying the following: <ul style="list-style-type: none"> <li>• General Rules</li> <li>• No Camping</li> <li>• No Parking</li> <li>• No Shooting</li> </ul>
	<b>I-1-12:</b> Install interpretive signage at important cultural, historic, or natural resource sites (also see N-1-3).
	<b>I-1-13:</b> Install wayfinding signage from the gateway towns of Buckley, Orting, Sumner, etc.

 <b>Natural and historical conservation</b>	
<b>OBJECTIVES</b>	<b>ACTIONS</b>
<b>N-1:</b> Characterize, conserve, protect, and manage natural and historical land; foster an understanding of historical uses.	<b>N-1-1:</b> Develop a go/no-go map of the Carbon River corridor for public use, showing: <ul style="list-style-type: none"> <li>• Recreation opportunities</li> <li>• Public vs. private property</li> <li>• Resource protection zones</li> </ul>
	<b>N-1-2:</b> Engage local tribal groups regarding natural, historic, and cultural resources concerns.
	<b>N-1-3:</b> Identify and survey historic sites to determine land ownership for appropriate management and preservation.
	<b>N-1-4:</b> Develop interpretive signage to educate the public about: <ul style="list-style-type: none"> <li>• Tribal sites</li> <li>• Historic sites</li> <li>• Endangered species habitats</li> <li>• Forest management practices</li> </ul> (Also see I-1-11).
	<b>N-1-5:</b> Acquire additional properties through conservation easements and land donations to protect wildlife migration zones and endangered species habitats.
	<b>N-1-6:</b> Assess hazards from historic mining activities, and close to public access as needed.

### ACTION TIMELINE

The arrow icon below indicate the implementation timeline for actions in each table in the section that follows.

- **ONE ARROW** indicates short-term
- **TWO ARROWS** indicate mid-term
- **THREE ARROWS** indicate long-term





## PARTNER COORDINATION

### Objective P-1: Establish a structure for coordinated management

**THE NEED:** The Carbon River Corridor includes large areas of public and private landownership. Public pressure for expanded use of the area has grown dramatically as population and travel to the Pacific Northwest has increased. A means of sustaining coordinated planning and cooperative management of the corridor is needed to address the issues and opportunities resulting from increased interest and expanded use of the area.

#### WE HEARD YOU!

Public and stakeholder input included:

- Expanding visitor services and information.
- Enhancing infrastructure.
- Desire for additional recreational opportunities and infrastructure.
- Desire to conserve natural and historic resources

	ACTION	LEAD	PARTNERS
➤	<b>P-1-1</b> Adopt and implement the Carbon River Corridor Cooperative Action Plan.	Parks	USFS, NPS-MORA, Fruit Growers Supply, Steering Committee members, and Stakeholders
➤	<b>P-1-2</b> Landowners develop and participate in Memoranda of Agreement related to management of public services and facilities in the Carbon River Corridor.	Parks	USFS, NPS-MORA, potentially other Steering Committee members, and Stakeholders
➤	<b>P-1-3</b> Identify funding sources and opportunities for cost-sharing and prioritize needs not supported within current budgets.	Parks	USFS, NPS-MORA, potentially other Steering Committee members, and Stakeholders

Pressure for public access to the Carbon River Corridor is expected to continue to grow. It is important to mitigate this anticipated growth by implementing the actions of this plan, especially those related to visitor services and information, infrastructure, and enforcement before recreation opportunities can be opened to more users. Due to the proximity and common interests of the parties, a means to discuss current events and shared concerns will be an on-going need. A coordinated management approach will provide a stream-lined process to improve the responsiveness of all partner organizations to visitor and public interests.

Developing one or more Memoranda of Agreement (MOA) or other such charter among landowners and land managers will put a management structure in place that can change, as necessary, as use of the area grows. Initially, the focus will likely be on enforcement and developing visitor services and information as a priority, which can be expanded to include issues concerning infrastructure and other services. The goal is to realize a nimble and responsive management structure that can continue to coordinate on common issues over time and as needs evolve.



## Objective P-2: Coordinate across partners to mitigate unsanctioned activities

**THE NEED:** Unmitigated enforcement issues across the corridor were identified in public outreach, conversations with stakeholders, and by the Steering Committee as a top priority for short-term action for landowners, visitors, and local citizens alike. These issues include illegal camping, shooting, dumping, vandalism, and unsafe parking. Many actions to improve enforcement in the corridor were identified, all of which will require a coordinated and collaborative approach by the multiple agencies and private landowners in the area.


### WE HEARD YOU!

Public and stakeholder input included:

- Addressing vandalism, trespassing, illegal shooting, and irresponsible camping.
- Expanding visitor services and information.
- Desire for additional recreational opportunities and infrastructure:
  - Drive-in campgrounds.
  - Hike/bike/ride-in campgrounds.

### Increased patrols


Increase a coordinated, timely response to illegal and unwanted activities in the corridor. Multiple agencies, landowners, and volunteers can work together in a coordinated way to improve law enforcement agencies' ability to analyze, compare and act on real-time issues as they arise.

	ACTION	LEAD	PARTNERS
➤	<b>P-2-1</b> Form an enforcement coordination work group.	Parks	Pierce County Sheriff, Parks, NPS-MORA, USFS WDFW, forest landowners, private security
➤	<b>P-2-2</b> Establish a cohort of volunteer safety patrols.	TBD	Foothills Rails to Trails Coalition, Friends of the Carbon River, Carbon River Forum
➤	<b>P-2-3</b> Develop landowner partnerships to expand private security contracts.	Timber	WDFW, other landowners
➤➤	<b>P-2-4</b> Evaluate shared response agreements.	Parks	USFS, City of Buckley



## Structural changes

Creating structural changes that make it more difficult for illegal and unwanted activities to take place and implementing disincentives may work together with other actions to reduce unwanted activities. In addition, actions such as improved information and visitor service infrastructure will help move sanctioned activities to the appropriate places.

	ACTION	LEAD	PARTNERS
➤	<b>P-2-5</b> Increase ticketing for illegal activities.	Enforcement work group	Towns, Pierce County Sheriff and Code Enforcement, USFS, NPS-MORA, WDFW
➤➤	<b>P-2-6</b> Create developed dispersed camping opportunities.	USFS	TBD
➤➤	<b>P-2-7</b> Provide a shared presence in Wilkeson, possibly within the mobile interagency a new visitor contact center pilot in Wilkeson (see actions R-2-10 and R-2-11).	NPS-MORA	USFS, Pierce County Sheriff

### In order to move actions for this topic forward, the following will be needed:

- ✓ Strong partnership between all involved agencies, landowners, and the local community,
- ✓ Additional policy research and consideration by Pierce County and partners regarding deputization or shared service agreements.
- ✓ Clarification on emergency vs. non-emergency issues and the creation of a response system that all agencies, private landowners, and the public know how to activate.
- ✓ Policy change with US Forest Service regarding dispersed camping.



## RECREATIONAL OPPORTUNITIES AND FACILITIES

### Objective R-1: Expand recreational opportunities and access

**THE NEED:** Many recreation opportunities exist in the Carbon River Corridor, especially within the area's national forest and national park. There is great pressure from the public and local user groups to increase recreational access for hiking, biking, and off-road vehicles. In the 2020 public survey, 27% of respondents requested additional hiking opportunities, 22% requested additional ORV opportunities and 17% requested mountain biking facilities. Expansion, however, should only take place as services and infrastructure exist to support increased use of the area.

### WE HEARD YOU!

Public and stakeholder input included:

- Desire for additional recreational opportunities and infrastructure, such as:
  - Hiking trails and facilities
  - Drive-in campgrounds
  - Hike/bike/ride-in campgrounds
  - ORV/ATV trails and facilities
- Enhancing infrastructure:
  - Parking
  - Roads













## Hiking trails

There are many formal and informal hiking trails throughout the corridor managed by multiple agencies and landowners. There is growing demand for more hiking trails in the area, greater coordination between landowners, and improved public information about access to trails.


The following actions will be undertaken to improve opportunities for hiking in the corridor:

	ACTION	LEAD	PARTNERS
	<b>R-1-1</b> Explore the opportunity to repair the Rainforest Trail within Mount Rainier National Park.	NPS-MORA	USFS, Washington Trails Association
	<b>R-1-2</b> Explore the opportunity to repair the Historic Boundary Trail inside Mount Rainier National Park.	NPS-MORA	USFS, Washington Trails Association
	<b>R-1-3</b> Complete the Foothills Trail from Wilkeson to Mount Rainier National Park Carbon River Entrance.	Parks	Foothills Rails to Trails Coalition, NPS-MORA, Evergreen Mountain Bike Alliance, ForeverGreen Trails, Washington Trails Association

## Other trails

Interest in additional biking, equestrian, and motorized vehicle trails were noted in public surveys and conversations with stakeholders along the corridor. Developing these additional recreational opportunities can reduce unsanctioned activities and provide visitors a safer experience.

The following actions will be undertaken to improve opportunities for other trails in the corridor:


	ACTION	LEAD ORGANIZATION	PARTNERS
➤	<b>R-1-4</b> Explore a public access agreement on Green Crow land with maintenance, use areas, and type of access specifications.	Parks	TBD
➤➤	<b>R-1-5</b> Explore opportunities for recreation on Pierce County Parks.*	Parks	Evergreen Mountain Bike Alliance
➤➤➤	<b>R-1-6</b> Explore opening the Evans Creek ORV Park to winter sports and explore other expansion opportunities.	USFS	Parks, WSDOT
➤➤➤	<b>R-1-7</b> Evaluate the expansion of ORV opportunities throughout the corridor.	TBD	TBD

\*Feasibility studies would need to be completed to ensure these uses are compatible with deed restrictions and geographic constraints.

## Camping areas

The Carbon River Corridor has a limited number of campgrounds in the area as well as a tradition of dispersed camping opportunities, which have become problematic in some areas. Long-term camping, a lack of clarity regarding property boundaries, and excessive amounts of trash have all been identified as issues related to dispersed camping. A small, hosted campground is available at Evans Creek ORV Park, hike- or bike-in camping is available in the national park, at Ipsut Creek and Mowich Lake, and dispersed camping is allowed on national forest land.

While drive-in campgrounds were identified as an interest in public surveys, landowners in the area are generally not able to meet this need because of safety and sustainability concerns. However, opportunities do exist for private development of campgrounds, should an entity be interested in leasing a property to establish a campground, or a private landowner chooses to develop their land, as such. It is to be noted that all new or expanded camping opportunities must include consideration for parking and safety.

	ACTION	LEAD ORGANIZATION	PARTNERS
>	<b>R-1-8</b> Lease out private property to a third-party to develop a hosted campground.	Fruit Growers Supply Company	TBD
>	<b>R-1-9</b> Develop a private campground for members or the public with a fee.	Carbon Glacier Club, Mountaineers	TBD
>>	<b>R-1-10</b> Develop hike- and bike-in camping opportunities along the Foothills Trail.	Foothills Rails to Trails Coalition	TBD




## Day use/picnic areas

Developed day-use/picnic areas are limited in the Carbon River Corridor. There is a public demand for these areas, but few resources to develop them in the near-term as they require parking and restroom facility development as well as regular servicing.

	ACTION	LEAD ORGANIZATION	PARTNERS
»»»	<b>R-1-11</b> Expand development at Coke Ovens Park.	Town of Wilkeson	Pierce County, Foothills Historical Society, Department of Archaeology & Historic Preservation
»»»	<b>R-1-12</b> Evaluate visitor opportunities at historical Fairfax Townsite.	Parks	TBD

## Transportation

Anecdotal evidence suggests that the number of cars parked illegally or unsafely throughout the corridor on sunny days is already high and continues to grow. Inappropriately parked cars regularly block roadways, driveways and mailboxes and limit sight distance for other drivers. To decrease the number of cars attempting to park in the corridor, Mount Rainier National Park has suggested a private shuttle service to transport visitors to and from key locations such as trail heads and the national park entrance.

	ACTION	LEAD ORGANIZATION	PARTNERS
➤	<b>R-1-13</b> Mount Rainier National Park may evaluate business opportunities for hiker shuttles in the Carbon River Corridor.	NPS-MORA	Town of Wilkeson

## Objective R-2: Develop infrastructure and expand visitor services to support increased demand

**THE NEED:** The most significant challenges for increasing visitorship are improving visitor information and reducing unwanted and illegal activities is the lack of infrastructure in the corridor. Developing infrastructure that will guide visitors to the area to make the right decisions is important as demand for use of the area increases. Investment in and location of infrastructure is complex and will require collaboration by landowners throughout the corridor to accomplish, as the topography and other natural features in the corridor make location of infrastructure challenging.

### WE HEARD YOU!

Public and stakeholder input included:


- Expanding visitor services and information
- Enhancing infrastructure:
  - Parking
  - Roads
  - Signage
  - Public restrooms

Visitor services such as information, restrooms and parking are extremely limited throughout the corridor. A parking lot, restroom and information kiosk have been constructed in Wilkeson and another small parking lot is adjacent to the Foothills Trail in Carbonado. The Foothills Rails to Trails Coalition supports another small parking lot near the Fairfax Bridge. Mount Rainier National Park maintains a set of vault toilets at the Carbon River entrance to the park, adjacent to the existing parking area. The lack of visitor services is a significant issue both for visitors, who often get lost and are frustrated by the lack of facilities and for locals, who face pressure from visitors parking in unauthorized and unsafe locations and must deal with garbage and litter left behind. While Mount Rainier National Park staffs a ranger contact station near the Carbon River entrance, this location has no public restrooms and does not provide access to water for visitors.




## Roads and bridges

Improvements to road and bridge maintenance, trash clean-up, and additional access points are necessary for the safety of residents and visitors. These items form some of the foundation for other actions in this plan.

	ACTION	LEAD	PARTNERS
>	<b>R-2-1</b> Form a road maintenance work group between landowners and agencies responsible for roadways in the corridor.	Parks	Pierce County Planning and Public Works and Parks Departments, WSDOT, NPS-MORA, USFS
>	<b>R-2-2</b> Repair the roadway inside Mount Rainier National Park near the Carbon River entrance.	NPS-MORA	TBD
>	<b>R-2-3</b> Encourage local organizations, residents, recreational groups, and visitors to participate in Adopt-a-Highway (state) and Adopt-a-Road (county) volunteer litter clean-up programs.	TBD	Friends of the Carbon River, Carbon River Forum, WSDOT, Pierce County Planning and Public Works
>>>	<b>R-2-4</b> Build a pedestrian bridge over the Carbon River connecting future recreational properties, such as Fairfax Townsite, Foothills Trail, etc.	Parks	Foothills Rails to Trails Coalition
>>>	<b>R-2-5</b> Explore options to improve roads to and across the Manley Moore bridge for access to the Fairfax Townsite (see R-1-11).	Pierce County Planning and Public Works	TBD

## Roadway signage




Residents, area visitors, and landowners have identified signage leading to and through the corridor as a major challenge. Visitors often seek Paradise or Sunrise entrances to Mount Rainier National Park and find their way to the Carbon River entrance which has extremely limited visitor services and no cellular phone service. Improving roadway signage will reduce the number of visitors who find their way to the Carbon River corridor by accident and improve their ability to find the services and destinations they seek. For signage related to visitor information and services, see Objective I-1.

	ACTION	LEAD	PARTNERS
➤	<b>R-2-6</b> Develop a signage work group to take a holistic approach to wayfinding to and through the corridor and recommend appropriate signage improvements.	TBD	Town of Wilkeson, Town of Carbonado, Pierce County, WSDOT, NPS-MORA, USFS
➤	<b>R-2-7</b> Improve safety at the Fairfax Bridge by mitigating hazardous parking in the area.	Pierce County Planning and Public Works	Parks, Pierce County Sheriff
➤➤	<b>R-2-8</b> Install new signage in the corridor based on the work group recommendations (contingent on R-2-6).	WSDOT, Pierce County Planning and Public Works	Towns, NPS-MORA, USFS
➤➤	<b>R-2-9</b> Install signage at seasonal road closure locations to explain closure and rules to visitors.	USFS	WSDOT




## Visitor center

Visitors to this area need maps, brochures and sometimes permits before proceeding into an area without cell service, restroom facilities, gas stations, food, or water. To catch visitors before they end up in this challenging situation, Mount Rainier National Park plans to pilot a visitor contact center on property they own in the Town of Wilkeson, in collaboration with other partners. Wilkeson, the last location for reliable cell service in the corridor, is also the location of the last restaurants and a gas station before the road dead ends at the National Park. If the Park determines through the pilot that there is adequate need, they will consider plans for a permanent visitor center in Wilkeson through a formal planning process.

	ACTION	LEAD ORGANIZATION	PARTNERS
	<b>R-2-10</b> Pilot a temporary visitor contact station in Wilkeson (see action P-2-7).	NPS-MORA	Friends of Carbon Canyon, ForeverGreen Trails, Parks, Foothills Rails to Trails Coalition, Town of Wilkeson
	<b>R-2-11</b> Explore establishing a permanent inter-agency visitor contact station in Wilkeson.	NPS-MORA	Town of Wilkeson, USFS, Parks

## Restrooms and parking

The only public restrooms in the corridor are in the Town of Wilkeson, and vault toilets just inside the Carbon River entrance to Mount Rainier National Park. Existing parking lots are inadequate and do not provide clear information about the attractions a visitor can access from their locations. To enhance the visitor experience and to provide more visitor services and information, the following actions have been planned:

	ACTION	LEAD ORGANIZATION	PARTNERS
➤	<b>R-2-12</b> Expand existing parking, add wayside signs and benches, and rebuild the arch at the Carbon River entrance to Mount Rainier National Park.	NPS-MORA	TBD
➤➤	<b>R-2-13</b> Expand the existing parking lot in Carbonado to include a restroom and informational signage.	Town of Carbonado	Pierce County, Foothills Rails to Trails Coalition
➤➤➤	<b>R-2-14</b> Expand parking at Tolmie Creek.	USFS	NPS-MORA

### In order to move actions for this topic forward, the following will be needed:

- ✓ Coordination between agencies to improve road maintenance in the corridor.
- ✓ Collaborative partnership to study signage needs leading to and through the corridor.
- ✓ Funding for revisions to signage in the area.
- ✓ Coordinated approach to sign installation between agencies responsible for signage.
- ✓ A partnership agreement between Parks and the Town of Carbonado regarding parking lot and restroom needs.
- ✓ Visitation studies and visitor surveys at the Fairfax and Tolmie Creek locations to determine what the needs are at those locations.
- ✓ Funding for additional parking lots, restrooms, and signage.



## INFORMATIONAL AND EDUCATIONAL RESOURCES

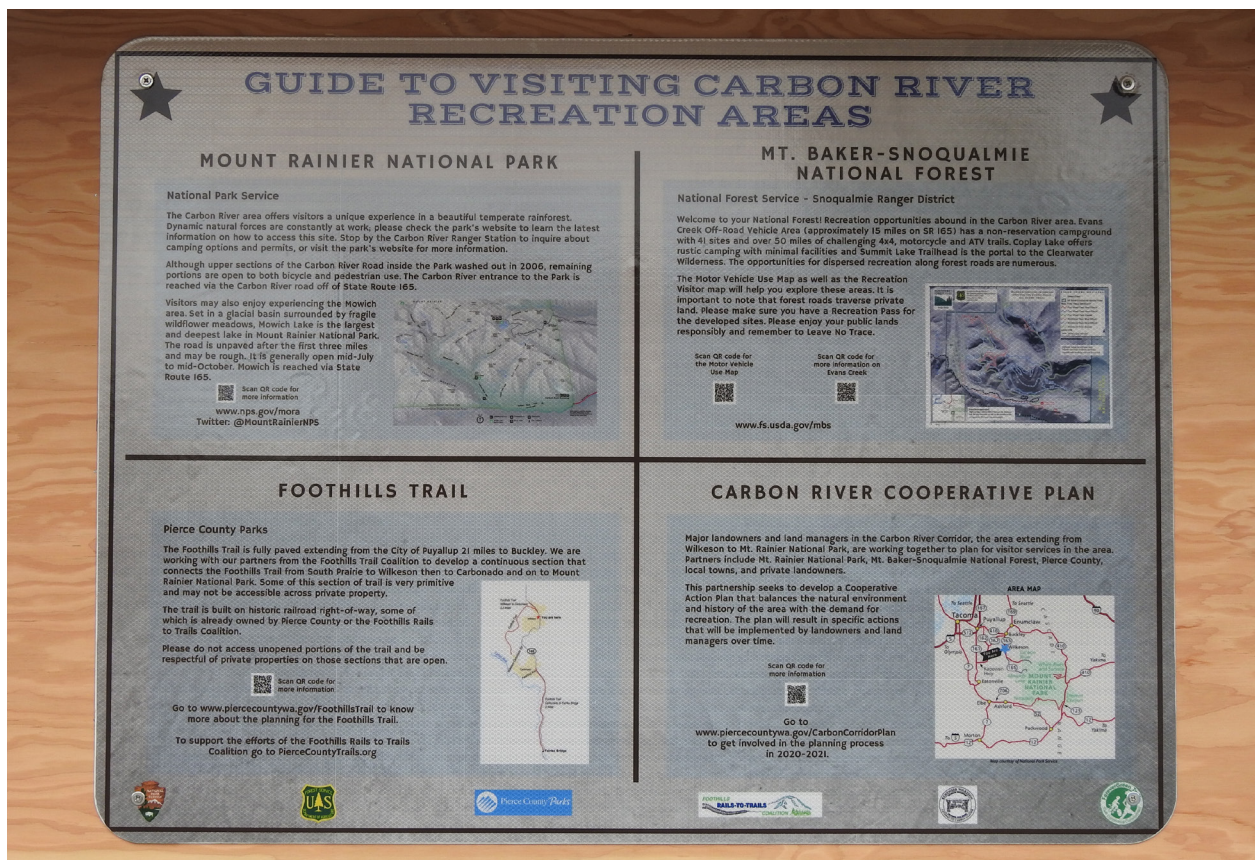
### Objective I-1: Provide consistent and readily available visitor information

**THE NEED:** Information about recreational opportunities, trails and other amenities in the Carbon River Corridor is hard to find both inside and outside of the corridor. A few brochures and maps have been created over the years but were not widely available and are now out-of-date. Information provided online by various organizations about available amenities and attractions is generally vague and often incorrect. Gateway cities and towns as well as public agencies will work together to create a comprehensive branding and marketing effort that identifies recreational opportunities that exist within the corridor, to clarify expectations and to provide needed information for visitors before they journey to this area and after they arrive.

### WE HEARD YOU!

Public and stakeholder input included:


- Expanding visitor services and information
- Enhancing infrastructure:
  - Signage
- Desire to conserve natural and historic resources



## General information

Before journeying into the corridor, visitors must be prepared with information about what is available so that they can make smart decisions about what to bring. As cell service ends at the outer limits of the Town of Wilkeson, maps and information one can download from home are essential. An awareness of the lack of restrooms and water past Wilkeson allows visitors to manage their expectations and plan accordingly. Encouraging visitors to stop and view the kiosk in Wilkeson is essential, as it is one last reminder about the wilderness visitors are about to enter.

The following actions have been planned to prepare visitors who choose to venture into the Carbon River Corridor:

	ACTION	LEAD	PARTNERS
➤	<b>I-1-1</b> Develop an online application to allow visitors to virtually view the entrance to Mount Rainier National Park before they leave home.	NPS-MORA	
➤	<b>I-1-2</b> Develop one central Carbon River Corridor information website.	TBD	NPS-MORA, USFS, Parks, Foothills Rails to Trails Coalition
➤	<b>I-1-3</b> Provide information at the Wilkeson visitor center (R-2-10/R-2-11) and highway signs urging visitors to stop in Wilkeson for information and supplies.	Parks	Town of Wilkeson
➤	<b>I-1-4</b> Provide an audit to stakeholder groups to ensure that any information currently available is correct.	TBD	NPS-MORA, USFS, Washington Trails Association
➤➤	<b>I-1-5</b> Evaluate the need for additional visitor experience tools.	MORA, Parks	TBD






## Branding and tourism

The Carbon River Corridor continues to experience growth in visitation from regional, national, and international tourists – many who come to the Corridor ill-prepared to experience the region safely and comfortably. A proactive branding and market plan can support the economic growth of cities and towns outside of the corridor which could act as gateways into this area by providing hotel stays, supplies, and restaurants. Tour companies could lead groups from Tacoma, Seattle, and the Sea-Tac airport to popular, as well as less-visited areas of the corridor, but they lack awareness of this area’s recreational or historical opportunities. Improved visitor services or infrastructure and lodging partners would be needed for a tourism campaign to commence.


The following actions are being planned to elevate the region’s status as a destination:

	ACTION	LEAD	PARTNERS
>	<b>I-1-6</b> Develop a messaging plan for the Carbon River corridor that all partners can use (also see I-1-7 and I-1-8).	NPS-MORA	Parks, USFS, other landowners
>	<b>I-1-7</b> Develop virtual tours of the area based on recreational and historical opportunities.	TBD	Chambers of Commerce (Wilkeson, Carbonado, Buckley, Orting, Sumner),
>	<b>I-1-8</b> Write articles about the corridor to be published in stakeholder newsletters and websites.	TBD	Foothills Rails to Trails Coalition, ForeverGreen Trails, WTA, Foothills Historical Society

## Signage

An information kiosk and associated highway signage directing visitors to it were installed in the Town of Wilkeson in June 2020. This location has been popular with visitors and much appreciated, demonstrating the need for additional signage before and throughout the corridor directing visitors to attractions and services. These signs should be culturally sensitive, taking into consideration any tribal names for locations as well as the fact that not all visitors speak English.

The following actions will determine the type and locations for these signs:

	ACTION	LEAD ORGANIZATION	PARTNERS
➤	<b>I-1-9</b> Convene a signage work group for logo development, sign standardization and common symbolism.	NPS-MORA	Parks, USFS, other landowners
➤	<b>I-1-10</b> Conduct an audit of existing signage within and outside of the corridor.	TBD	TBD – Friends of Carbon, Foothills Rails to Trails
➤	<b>I-1-11</b> Install rules signs on private, county, and federal property signifying the following: <ul style="list-style-type: none"><li>• General Rules</li><li>• No Parking</li><li>• No Camping</li><li>• No Shooting</li><li>• No Dumping or Littering</li></ul>	Landowners for each property	Parks, USFS, Fruit Growers Supply, NPS-MORA, Carbon Glacier Club, other private landowners
➤➤	<b>I-1-12</b> Install interpretive signage at important cultural, historic, or natural resource sites (also see N-1-3).	Parks, other site landowners	Foothills Rails to Trails Coalition, Foothills Historic Society, Tribes, Puyallup Watershed Council
➤➤➤	<b>I-1-13</b> Install wayfinding signage from the gateway towns of Buckley, Orting, Sumner, etc.	Pierce County Planning and Public Works, WSDOT	NPS-MORA, USFS, Parks

**In order to move actions for this topic forward, the following will be needed:**

- ✓ Defining a marketing strategy with gateway town mayors, Chambers of Commerce, and recreation providers.
- ✓ Funding for interpretive signage and common tourism promotion information/webpage.





## NATURAL AND HISTORICAL CONSERVATION

### Objective N-1: Characterize, conserve, protect, and manage natural and historical land; foster an understanding of historical uses

The Carbon River Corridor is home to one of the last inland old-growth rainforests in Western Washington, supporting Douglas fir, Western hemlock, and Western red cedar forest ecosystems. Diverse habitats throughout the valley are home to threatened and endangered species including Chinook salmon, Sockeye salmon, Steelhead salmon, Bull trout, Northern spotted owl, and the Marbled murrelet. Forest management activities in the area, reduce fire risk, support local lumber mills and create jobs.

Important not only for its natural resources, the Carbon River Corridor also has a rich cultural and economic legacy. An integral part of the Puyallup, Nisqually, Muckleshoot, and Squaxin Tribes ancestral homelands, this river valley supported hunting, fishing, temporary villages, and places to commune for personal and spiritual insight. Small towns emerged with the displacement of native populations and the advent of logging and mining. Still present are remnants of coke ovens, rail beds and sandstone walls which recall long abandoned townsites such as Fairfax and Manley Moore. While resource

extraction has decreased as an economic driver, remaining small towns such as Wilkeson and Carbonado are working to adjust to a new tourism-based economy. Forest management activities in the area, including timber harvesting and fire management activities, continue to play an important role in the local economy, reducing fire risk and creating jobs.


Attempts to balance the recreation needs and interests of visitors with efforts to preserve the corridor's natural, historic, and cultural areas during this shift to a tourism-based economy have had mixed results. While more people are beginning to take notice of and value this area, population growth, urbanization, and a drastic rise in visitors have taken their toll on the natural environment and on historic and cultural sites. Dumping, vandalism, and looting of historical and cultural artifacts represent the most common concerns of residents, landowners, and visitors. Dispersed and unpermitted camping, trespassing, unauthorized shooting, and off-road vehicle use in unauthorized areas also negatively impact the natural, historic, and cultural resources of this area.



## Mapping

There is a lack of publicly-accessible information regarding where the public is permitted to recreate, which kinds of recreation are allowed on each jurisdictions' properties, and where it is not safe or appropriate for the public to visit. There is growing demand for access to this area which must be balanced with conservation of natural, historic, and cultural areas.


The following actions will be undertaken to improve public awareness of the natural, historic, and cultural value of this resources:

	ACTION	LEAD ORGANIZATION	PARTNERS
>	<b>N-1-1</b> Develop a go/no-go map of the Carbon River corridor for public use, showing: <ul style="list-style-type: none"> <li>• Recreation opportunities</li> <li>• Public vs. private property</li> <li>• Resource protection zones</li> <li>• Hazards</li> </ul>	Parks	WDFW, WDNR

## Preservation

Rising pressure to develop this area for recreation must be balanced with conservation of its natural, historic, and cultural resources. All actions involving natural, historic, and cultural significance should involve and feature Tribal Nations.

The following actions will be taken to preserve and protect these resources in the present and for future generations:

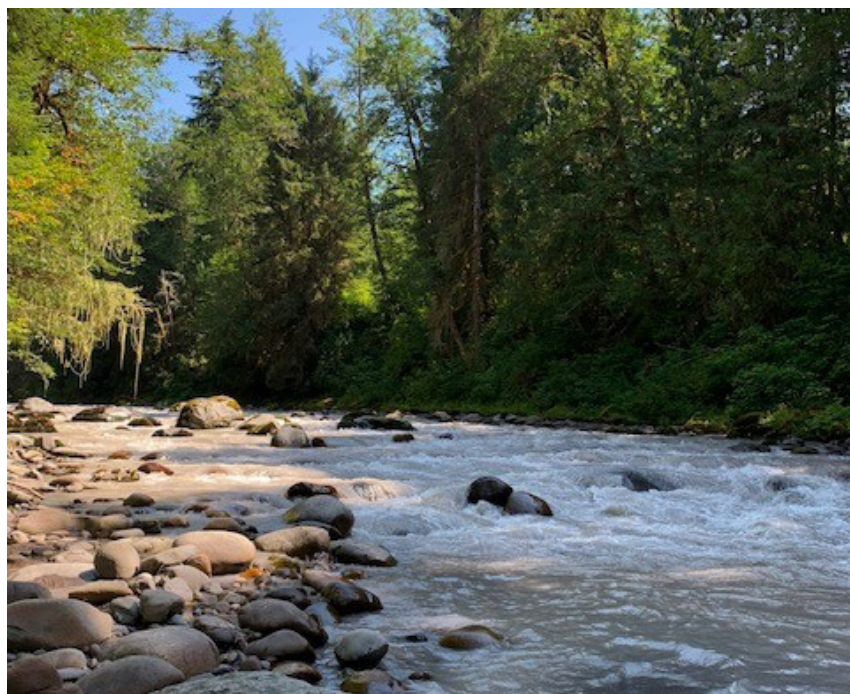
	ACTION	LEAD	PARTNERS
➤	<b>N-1-2</b> Engage local tribal groups regarding natural, historic, and cultural resources concerns.	Parks	Tribes
➤	<b>N-1-3</b> Identify and survey historic sites to determine land ownership for appropriate management and conservation.	Parks	Private landowners
➤➤	<b>N-1-4</b> Develop interpretive signage to educate the public about: <ul style="list-style-type: none"> <li>• Tribal sites</li> <li>• Historic sites</li> <li>• Endangered species habitats</li> <li>• Forest management practices</li> </ul> (Also see I-1-12).	Individual property owners where sites are located.	Foothills Historic Society, Foothills Rails to Trails Coalition, Tribes
➤➤➤	<b>N-1-5</b> Acquire additional properties through conservation easements and land donations to protect wildlife migration zones and endangered species habitats.	Parks	Forterra, other public and private land trust agencies
➤➤➤	<b>N-1-6</b> Assess hazards from historic mining activities, and close to public access as needed.	Parks	Office of Surface Mining and Reclamation Enforcement

**In order to move actions for this topic forward, the following will be needed:**

- ✓ Strong, collaborative partnership between landowners to identify and survey sites.
- ✓ Funding for interpretive signage.
- ✓ Funding for acquiring additional properties.





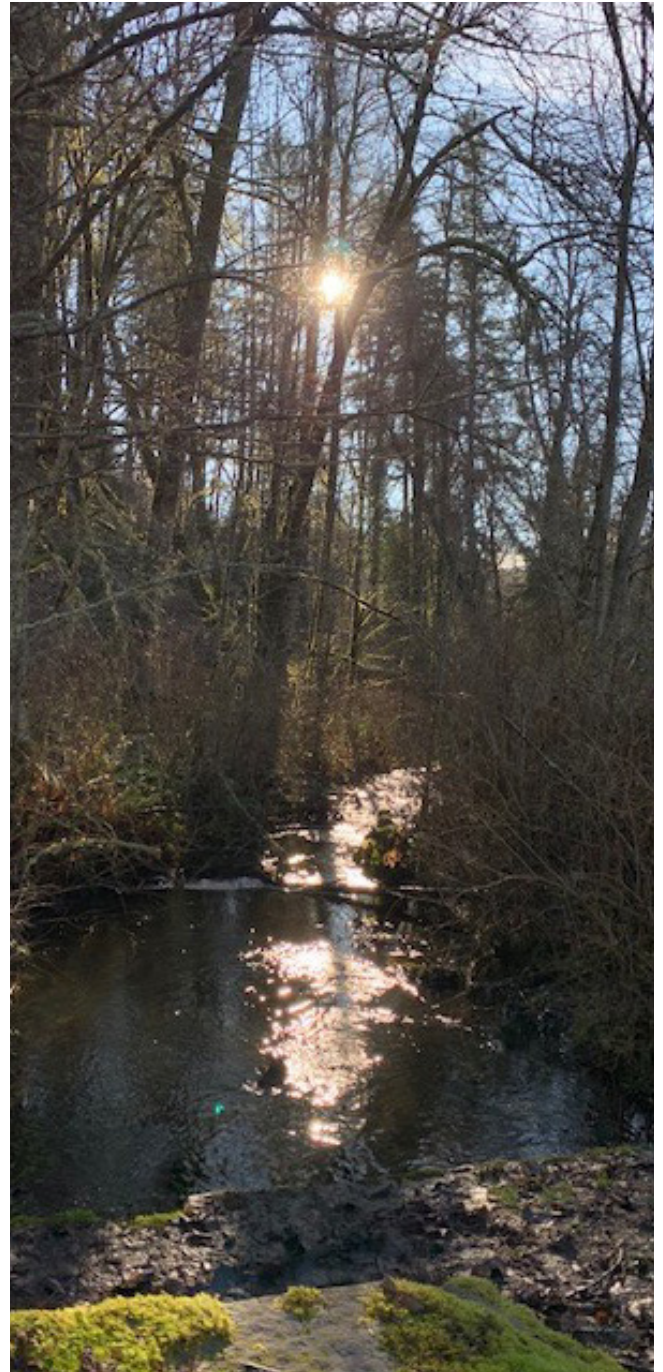




## IMPLEMENTATION

This planning process invited broad participation by public agencies, major landowners, diverse stakeholders, local residents, and corridor visitors to share their perspectives about how best to position the region to meet the demands of growing recreation use and development in the corridor over the next ten years. In developing the CAP, the Steering Committee considered the needs and interests of these divergent groups and put together a list of priority actions and objectives that will start to address those needs and interests in consideration of their own budgets and planning processes. The broad range of priority actions and objectives identified through this process provide multiple opportunities for teamwork amongst these divergent groups, while recognizing that each member organization has a unique mission, goals and funding mechanisms which will result in differences in how actions will be implemented.

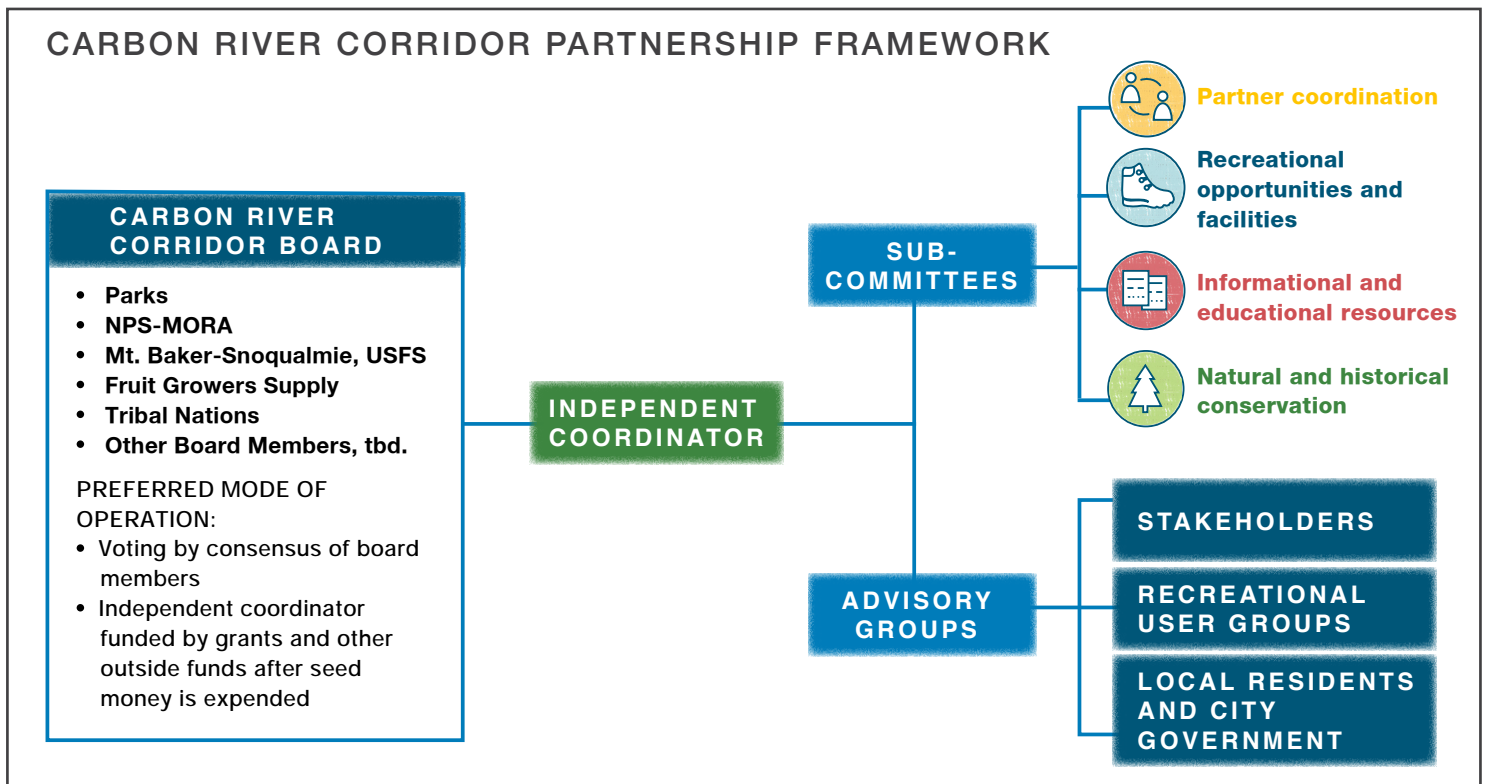
While the current effort, which has been led by Parks, ends with adoption of the CAP, the members of the Steering Committee have developed the Carbon River Corridor Partnership Framework as a sign of their intention to continue working together to implement the priority actions and objectives listed in this plan over the next ten years.



## Coordination - Carbon River Corridor Partnership Framework

Implementation of the objectives and priority actions will require cooperative management of a vast land resource with various landowners with different priorities. To ensure that future efforts are productive and efficient, a Carbon River Corridor Partnership Framework (Framework) was deemed necessary. The Framework will help the member organizations determine the appropriate leadership composition, organizational structure, coordination, decision-

making processes, funding, and ongoing coordination/legacy planning as they continue their work toward implementation of the CAP. To assist the Steering Committee in designing this framework, ECONorthwest, a consulting partner with Parks, developed a study of cooperative management frameworks used in similar planning processes. The full text of this study can be found in Appendix F. The Steering Committee considered these examples and adopted the following framework.



## Carbon River corridor board

The Board will focus on many of the Partner Coordination functions, including managing the framework and plan itself. Other Partner Coordination actions will occur at the Sub-Committee level on a regular or ad-hoc basis.

The Board will convene regularly to share grant opportunities and project progress and

successes with one another, and to hear input from Sub-Committees and Advisory Groups through an Independent Coordinator. Each Board member will, however, retain sole decision-making power over the actions and objectives related to their own lands and organizational missions.

Additional board members will be appointed by the board. Additional Board members should be landowners with a legal obligation for one or more action items, who are committed to implementing actions that are consistent with the CAP.

### Independent coordinator

An Independent Coordinator will be funded by a grant and will be staffed by an employee of a local non-profit with a mission that complements the vision of the CAP. The person chosen for this role will steward efforts toward the priority actions and objectives, support the partners in their efforts in seeking grants to fund projects, help educate the public about the progress of the CAP, and serve as the single point of contact between the Board, Sub-committees and Advisory Groups.

The Independent Coordinator will be responsible for tracking progress on the priorities and objectives outlined in this plan and will be accountable to the Board on overall progress. The position may also provide administrative support to the sub-committees.

### Sub-committees and advisory groups

The Board will rely on an Independent Coordinator to provide information and advisement from the Sub-Committees and Advisory Groups.

Sub-Committees are designed to mirror the four main topics found in the CAP and will include a combination of Board members and stakeholders, as appropriate. These Sub-Committees

will be charged to discuss and suggest improvements and actions to the Board as follows:

- **Partner Coordination:** Encompasses issues regarding long-range planning and law enforcement. The Board will determine if specific inter-agency work groups are necessary.
- **Recreation and Facilities:** Focuses on expanding recreational opportunities, developing infrastructure to support increased demand, and expanding visitor services at key locations.
- **Information and Education:** Focuses on providing consistent and readily available visitor information.
- **Natural and Historic Use and Conservation:** Focuses on characterizing, managing, conserving, and protecting natural and historic resources.

Advisory Groups can include groups of stakeholders, recreational user groups and local residents and local governments. These groups may organize themselves, or act individually, to provide advice and suggestions to the Board through the Independent Coordinator.

### Next steps

Adopting a partnership framework was the first step toward achieving the objectives and priority actions outlined in Chapter III. Next steps for the Board will include:

- Developing a Memorandum of Agreement.
- Working together to seek funding for and hire an Independent Coordinator.
- Imbedding CAP action plan items into agency work plans and budgets.

The development of Memoranda of Agreement will make it possible for partners to develop joint grant proposals, sponsor projects of mutual interest, and work together to gather data that is well-documented and readily shareable.

Current members of the Steering Committee were surveyed on their ability to commit to each aspect of the Framework. Steering Committee members identified their roles and commitment of resources to the Framework in the following capacity:

STEERING COMMITTEE MEMBER	INTENDED ROLE IN FRAMEWORK	INTENDED COMMITMENT OF RESOURCES
Timber Company Representative	Board	<ul style="list-style-type: none"> <li>• Staff participation</li> <li>• Funding for own actions</li> </ul>
National Park Service – Mount Rainier National Park	Board	<ul style="list-style-type: none"> <li>• Staff participation</li> <li>• Participate in sub-committees, as needed</li> <li>• Funding for NPS-MORA specific projects</li> </ul>
Parks	Board	<ul style="list-style-type: none"> <li>• Staff participation</li> <li>• Contribute partial funding for Independent Coordinator</li> <li>• Participate in sub-committees, as needed</li> <li>• Funding for Parks projects</li> </ul>
United States Forest Service	Board	<ul style="list-style-type: none"> <li>• Staff participation</li> <li>• Participation on sub-committees, as needed</li> <li>• Apply for grants to accomplish USFS actions</li> </ul>
Washington Department of Transportation	Sub-Committee	<ul style="list-style-type: none"> <li>• Staff participation on sub-committee</li> </ul>

## Implementing short-term actions

An important consideration for the implementation of the CAP will be the sequencing of the objectives and priority actions. Short-term actions may be the first step in a multi-step plan, while long-term objectives may require that other efforts occur first. Those actions that are chosen in the short-term may influence the sequence of future priorities. Coordination between the

Board members will be needed to efficiently align actions.

During the planning process, members of the Steering Committee pursued short-term actions in advance of the adoption of the CAP through the formation of Work Groups. These Work Groups will be rolled into the Framework Sub-Committees as the project moves forward. Work Groups currently operating are as follows:



WORK GROUP	LEAD	PARTNERS	GOALS	INTENDED FRAMEWORK ROLE
Signage	NPS-MORA	Parks, Fruit Grower's Supply, USFS	<ul style="list-style-type: none"> <li>• Develop a signage plan for the Carbon River Corridor that ensures all signs have a similar look and feel.</li> <li>• May consider logo creation or branding.</li> </ul>	Information and Education Sub-committee
Roads	Parks	WSDOT, Pierce County Roads Dept.	<ul style="list-style-type: none"> <li>• Ensure and improve public roadway access throughout the corridor.</li> <li>• Coordinate roadside clean-up events</li> <li>• Discuss maintenance issues</li> </ul>	Partner Coordination Sub-Committee
	Parks	Pierce County Sheriff, NPS-MORA, WDFW, USFS, Fruit Growers Supply	<ul style="list-style-type: none"> <li>• Clarify responsibilities between the different enforcement agencies.</li> <li>• Prioritize enforcement issues.</li> <li>• Develop recommendations for their respective organizations regarding opportunities to work together to tackle the most pressing public safety issues.</li> </ul>	Partner Coordination Sub-Committee
Timber	Fruit Growers Supply	Rayonier, Green Crow, USFS, Lusignan Forestry, Manke Timber, Hancock Timber	<ul style="list-style-type: none"> <li>• Discuss issues related to timber production</li> </ul>	Partner Coordination Sub-Committee

## Opportunities for other partners

The Steering Committee recognizes that successful implementation of the priority actions and objectives will require the assistance and support of other organizations and leaders throughout the corridor. Stakeholder groups, local town leaders, and other entities who have not been members of the Steering Committee have valuable skills and resources that are essential to achieving certain objectives and priority actions. The Steering Committee further recognizes that there may be actions outside of the scope of the CAP that would support the vision of balancing recreational opportunities and access with conservation of the corridor's historic and natural resources. The Framework provides a forum for coordinating with the Board in the form of Advisory Groups. Stakeholders, recreational user groups, local governments and residents' groups can organize and pose suggested actions to the Board through the Independent Coordinator. Should the Board determine that these suggested actions would benefit the corridor, further coordination between landowners and stakeholders can occur to determine whether there is a broad interest and capacity among landowners to support these projects. Stakeholders may be invited to Board

or Sub-committee discussions as part of the public process or if an action directly impacts their organization.

Listed below are some actions and objectives identified by the Steering Committee that the Board will not directly be able to implement but may be viable opportunities for other groups to partner on or lead.

### OPPORTUNITIES FOR OTHER PARTNERS OR BUSINESSES TO EXPLORE:

- ✓ Develop a legal shooting range.
- ✓ Install Wi-Fi hotspots or trailers.
- ✓ Increase cell-service throughout the corridor.
- ✓ Develop a campground for car camping.
- ✓ Host virtual tours of the corridor.
- ✓ Establish a shuttle service.

## Funding suggestions and opportunities

Funding, to provide resources such as staff time and materials, will be required for most objectives and priority actions. In some cases, funding has already been secured or is in the process of being secured through the agency’s base operational budget request. For other objectives and priority actions, sources of funding are still uncertain. Identifying funding

sources and opportunities for cost-sharing as well as prioritizing needs not supported within current budgets will be an important short-term action for implementation. It is expected that this document could be used to guide funding requests within individual organizations and to develop cooperative grant asks by organizations that choose to partner. Coordination will be necessary to alleviate the potential for unnecessary overlaps in funding requests.

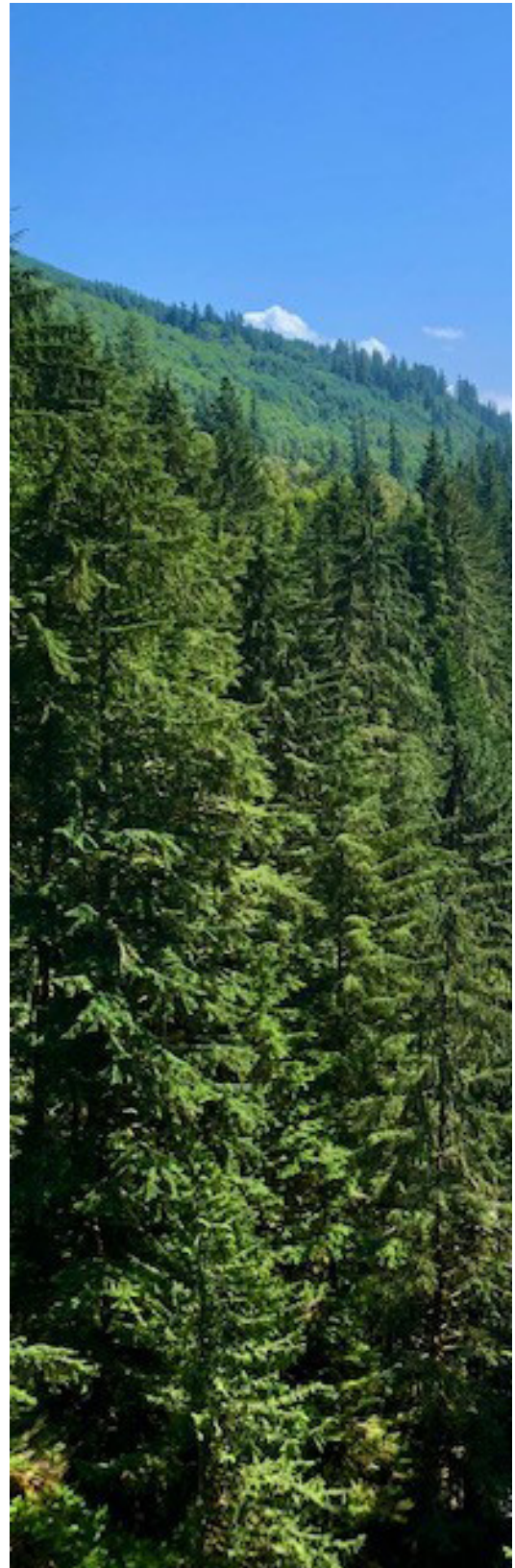
TOPIC	POTENTIAL FUNDING SOURCES
General	<ul style="list-style-type: none"> <li>• Legislative budget asks, state and federal</li> <li>• Donations – Collected by third-party advocate / “Friends of” opportunity</li> <li>• Local Pierce County Foundations: Forest, Sequoia, Russell Family Foundation, etc.</li> <li>• Corporate Sponsors, such as within the outdoor recreation industry</li> </ul>
	<ul style="list-style-type: none"> <li>• Recreation and Conservation Office Grants</li> <li>• Federal Lands Access Program (FLAP) Grants</li> <li>• Revenue-generating enterprises</li> </ul>
Visitor	<ul style="list-style-type: none"> <li>• Pierce County Lodging Tax Program Grants</li> <li>• Pierce County Historic Preservation Grants</li> <li>• Recreation Economy for Rural Communities   Smart Growth   US EPA</li> </ul>
	<ul style="list-style-type: none"> <li>• Ticketing income</li> <li>• OSMRE (U.S. Department of the Interior) Grants</li> </ul>
	<ul style="list-style-type: none"> <li>• Re-allocation of the Payments in Lieu of Taxes (PILT)</li> <li>• Dedicated state, federal, or local funding</li> </ul>
	<ul style="list-style-type: none"> <li>• Conservation Futures Program</li> <li>• Private Land Donations</li> <li>• Land Trust Purchases</li> <li>• Puyallup Watershed Council Small Grants Program</li> <li>• WA Trust for Historic Preservation Third Places Grant</li> <li>• Conservation Alliance Grant</li> </ul>

## Outreach

Robust public outreach informed development of the CAP, and implementation of the CAP will require ongoing public engagement. To share the progress of the CAP with stakeholders and the public, the Independent Coordinator will be tasked with developing outreach methods which meet the needs of all stakeholders. Outreach efforts that could be employed by the Independent Coordinator may include:

- Annual meetings.
- Expert Panels on specific CAP topics, separate or in conjunction with Board or Sub-Committee meetings.
- Feature stories in online or local newspapers and magazines.
- A Field Office – possibly in coordination with the visitor contact station listed in actions R-2-10 and R-2-11.
- Updates posted at the Wilkeson kiosk.
- Emails, Social Media, and other electronic forums.
- Regular fact sheets, newsletters and/or progress reports mailed to homes and included in the materials provided to visitors at the Carbon River Entrance of Mount Rainier National Park.
- Development of a Carbon River Corridor website.

Until the Independent Coordinator is hired, Parks will provide progress updates via the Carbon River Cooperative Action Plan website as well as at bi-annual at meetings of the Carbon River Forum.





## APPENDICES

## Appendix A: Steering Committee Members & Stakeholder List

## Appendix B: Survey Findings

## Appendix C: Public Outreach and Interview Summary



## Appendix D: Interest Area Maps

## Appendix E: Synopsis of Community Feedback

## Appendix F: Framework research