



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
	R-1-1 Explore the opportunity to repair the Rainforest Trail within Mount Rainier National Park.	NPS-MORA	USFS, Washington Trails Association
	R-1-2 Explore the opportunity to repair the Historic Boundary Trail inside Mount Rainier National Park.	NPS-MORA	USFS, Washington Trails Association
	R-1-3 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



SHORT-TERM



MID-TERM




LONG-TERM

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
➤	R-1-4 Explore a public access agreement on Green Crow land with maintenance, use areas, and type of access specifications.	Parks	TBD
➤➤	R-1-5 Explore opportunities for recreation on Pierce County Parks.*	Parks	Evergreen Mountain Bike Alliance
➤➤➤	R-1-6 Explore opening the Evans Creek ORV Park to winter sports and explore other expansion opportunities.	USFS	Parks, WSDOT
➤➤➤	R-1-7 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
>	R-1-8 Lease out private property to a third-party to develop a hosted campground.	Fruit Growers Supply Company	TBD
>	R-1-9 Develop a private campground for members or the public with a fee.	Carbon Glacier Club, Mountaineers	TBD
>>	R-1-10 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
»»»	R-1-11 Expand development at Coke Ovens Park.	Town of Wilkeson	Pierce County, Foothills Historical Society, Department of Archaeology & Historic Preservation
»»»	R-1-12 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
➤	R-1-13 Mount Rainier National Park may evaluate business opportunities for hiker shuttles in the Carbon River Corridor.	NPS-MORA	Town of Wilkeson