



# The Bay-2-Bay Corridor Management Plan

A JOURNEY THROUGH SALTWATER AND STORIES OF A SCENIC BYWAY



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This project was carried out in coordination with:

- Visit Grays Harbor
- Experience Westport
- Washington’s Evergreen Coast
- Pacific County EDC
- Greater Grays Harbor, Inc.
- Pacific Mountain Regional Workforce Development
- Port of Willapa Harbor
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- Port of Grays Harbor
- Pacific County
- Grays Harbor County
- Quinault Indian Nation
- Confederation Tribes of the Chehalis Reservation
- Cowlitz Indian Nation
- Chinook Indian Nation
- Shoalwater Bay Indian Tribe
- Confederated Tribes of the Grand Ronde Community of Oregon



CMP prepared by: WSDOT, Southwest Region Planning and Grays Harbor Council of Governments, October 2025

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“Welcome to Aberdeen” sign at east entrance to the city. Image © Natalie Jensen / Grays Harbor Council of Governments

# Bay-2-Bay Scenic Byway Corridor Management Plan Introduction

## INTRODUCTION & DESIGNATION SUMMARY

This Corridor Management Plan (CMP) demonstrates that the Bay- 2- Bay Scenic Byway (SR 105) meets and exceeds the criteria required to be designated as a National Scenic Byway, meeting the criteria for at least one of six “intrinsic qualities”: archeological, cultural, historic, natural, recreational, and scenic. This CMP also meets the Federal Highway Administration’s (FHWA’s) 14 component requirements for the proposed designation in the National Scenic Byway Program. The features contributing to the distinctive characteristics of the corridor’s intrinsic quality are recognized throughout the region and are considered regionally significant.

The Byway’s two primary intrinsic qualities (scenic and recreational) and secondary qualities (cultural and historic) were evaluated and ascertained through an extensive group engagement process and involving numerous communities and diverse groups along the byway. Likewise, regional corridor assets and priorities were identified as well.

This plan articulates the vision for the scenic byway and represents a long-term commitment to its stewardship. To be nominated in the National Scenic Byway Program, corridor management plans must include the fourteen Federal Highways Administration Requirements shown on the following page.

This Corridor Management Plan was developed to inspire and organize grass-roots efforts to coordinate, communicate and implement the strategies denoted in this plan. The document is not intended to remain static, but to be acted on continually. This current Corridor Management planning process was conducted 2024 - 2025 and serves as a replacement to the original 1998 plan (Washington State identifies SR 105 as a scenic byway, RCW 47.39.020).

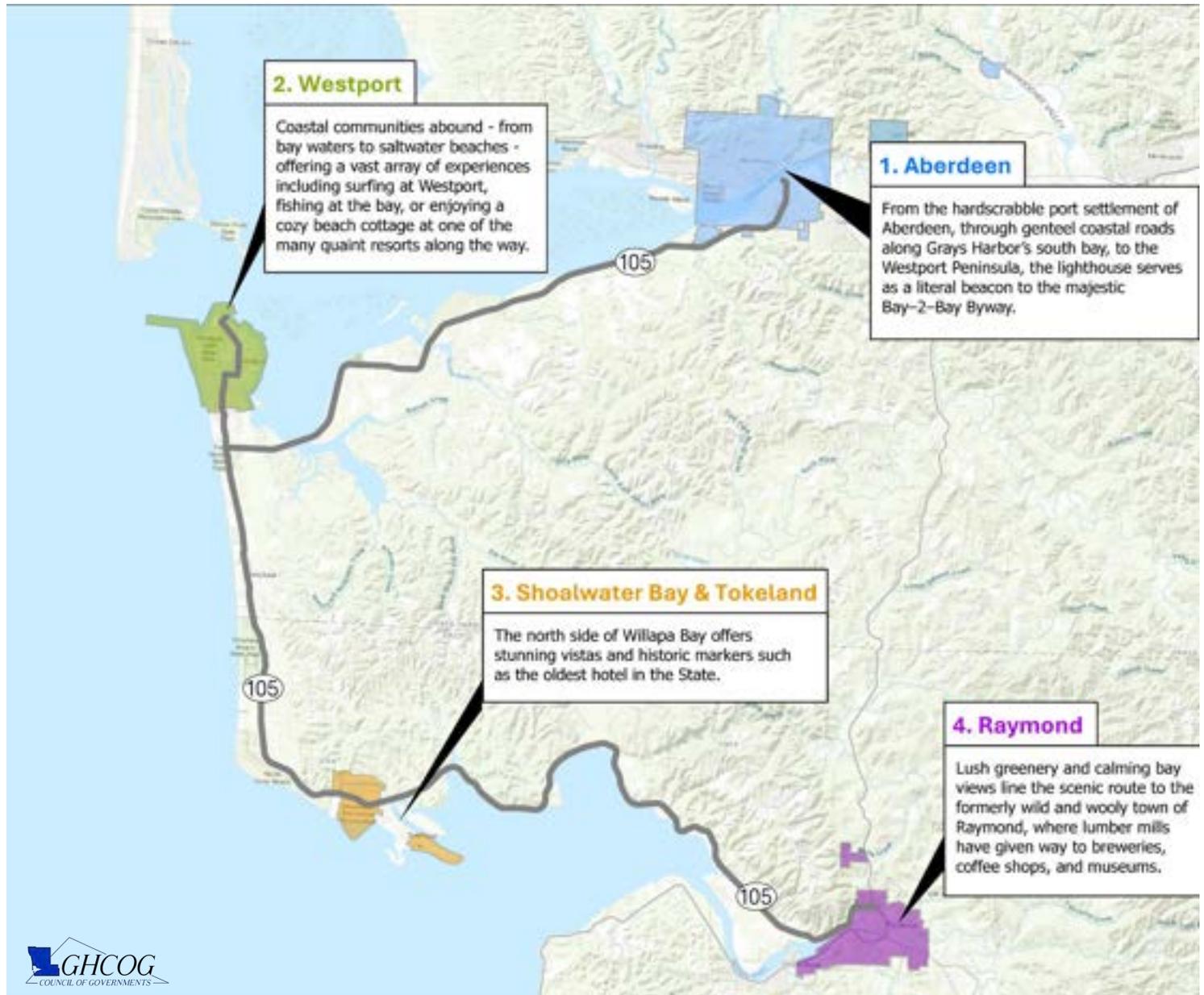
*Special thanks to Cascade Loop Corridor Management Plan, Cascade Loop Foundation and OTAK for allowing the use of their CMP to serve as the framework for creating this SR 105 Corridor Management Plan.*



# Map of the Bay-2-Bay Scenic Byway

Greetings to 50 miles of scenic vistas, coastal views, and exciting experiences! The Bay-2-Bay Scenic Byway provides traveling guests with a one-of-a-kind byway experience that introduces them to the intrinsic qualities that Washington State is often known for its scenic beauty and recreational opportunities, all within a condensed, well-supported road trip experience. Visitors may travel in either direction but are encouraged to travel North to South to have the most convenient access to the most stunning views.

The Bay-2-Bay Scenic Byway is divided into four distinct areas each defined by its unique surroundings. 1. Aberdeen, 2. Westport, 3. Shoalwater Bay & Tokeland, and 4. Raymond.





## SCENIC EXPERIENCES

**Area 1** extends from the Chehalis River Valley along the south shore of Grays Harbor offering urban experiences in communities including Aberdeen, to bayside stopovers such as Bottle Beach.

### Scenic Experiences

- **Wildlife Viewing.** Harbor seals, humpback whales, orcas, river otters, and sea lions are often present along Grays Harbors coastal areas and river corridors.
- **Birding:** American bald eagles, great blue heron, Canada geese, cormorants, many duck species, many shorebirds and migrating species are present along Grays Harbor's coastal areas and river corridors.
- **Kurt Cobain Memorial Park** (north Aberdeen)
- **International Mermaid Museum** (Markham)
- **Morrison Riverfront Park** (Aberdeen)
- **Steward Memorial Park** (north Aberdeen)
- **Lake Aberdeen** (East Aberdeen)
- **Bishop Athletic Complex** (Aberdeen)
- **State Parks and Wildlife Areas:** Johns River State Wildlife Area, Bottle Beach State Park
- **Aberdeen Art Center:** Offers 3 art galleries, classroom and meeting spaces



## Area 1: Aberdeen, Markham & Ocosta

### SCENIC & RECREATIONAL EXPERIENCES & INTRINSIC QUALITIES

Once known for its saloons and gambling halls, the City of Aberdeen is now the first stop on any tourist's coastal forest adventure. Fittingly referred to as the "Gateway to the Olympic Peninsula", Aberdeen is a great place to kick-off a Bay-2-Bay Byway vacation. Located where the Wishkah and Chehalis Rivers meet and flow into Grays Harbor, guests have abundant recreational opportunities. Guests can explore the Lake Swano Trails at Grays Harbor College, walk the Basich Trailway, paddle along lake Aberdeen, or kayak the Wishkah River. If urban exploration is your thing, there's much to explore in this timber town.

The Grays Harbor Historical Seaport provides hours of fun with opportunities to explore the Lady Washington, a full-scale, operational replica brig that has appeared in films and TV, including *Pirates of the Caribbean: The Curse of the Black Pearl* and *Star Trek: Generations* and currently sails along the Pacific coast, educating students in the history of merchant trading and sailor life. Since the late 1980s, the city has been famous as



*Lady Washington Tall Ship*



being the birthplace of Grunge music. What better way to explore this than with a stroll through the historic sites of where singer Kurt Cobain of the band Nirvana and others got their start. Don't forget to visit Unplugged — the world's first grunge museum.

The Bishop Center for Performing Arts at Grays Harbor College hosts a variety of cultural events throughout the year, including live theater, concerts, dance performances, and film screenings. Serving as a regional hub for the arts, it highlights Aberdeen's vibrant music and cultural scene while showcasing both local talent and touring productions.

As visitors travel south, they can take in the unforgettable scent of salt and sea, the sounds of lapping waves, and boats shuttling to and from the docks. A stop at the International Mermaid Museum is a must-see attraction in



Bottle Beach State Park, Ruby Egbert Natural Area Welcome Sign and Trailhead. Image ©Natalie Jensen/Grays Harbor Council of Governments



Guitar statue, Kurt Cobain 'Under the Bridge Memorial Park.'



Bishop Center for Performing Arts. Image ©Google Street View

## RECREATIONAL EXPERIENCES

- **State Parks and Wildlife Areas:** Johns River State Wildlife Area, Bottle Beach State Park
- **Public Launch Sites:** Lake Aberdeen, Wishkah River; Johns River Boat Launch, Aberdeen; F Street Boat Launch, Cosmopolis; 28<sup>th</sup> Street Boat Launch, Hoquiam.
- **Trails and Hikes:** Johns River Trails, Bob Basich Trailway, Chehalis River Walkway, East Aberdeen Waterfront Walkway
- **Festivals and Events:** Mermaid Festival, Rain Glow Festival, SummerFest, Splash Festival, Founders Day, Historical Seaport 4th of July, Aberdeen Art Walk, Summer Farmers Market, World Music Day Festival, Walk of the Undead, Winterfest
- **Culinary:** Fresh Seafood and shellfish, coffee shops, bakeries and breweries in downtown Aberdeen
- **Museums & Galleries :** The Music Project, Aberdeen Art Gallery, and the Grays Harbor Historical Seaport
- **Other Activities:**
  - Bishop Center for Performing Arts
  - Historical Walking Tours of Aberdeen
  - Disc Golf at Sam Benn Park
  - Driftwood Playhouse Theater
  - Pioneer Park and Skate Park



Bronze sculpture in Morrison Riverfront Park

Markham. Considered an only-in-Washington attraction, you might spend your whole day at this unique museum. Afterwards, enjoy a fine beverage at a distillery or winery, your choice. The many trails along the Johns River make for a perfect Pacific Northwest outing, with views of wildlife almost guaranteed.

If serene scenic views and birdwatching of the bay are your thing, Bottle Beach State Park near Ocosta might be what you're looking for. An official Washington State Birding Trail, prepare to be wondered with over 6,000 feet of shoreline and an ADA accessible trail. Of course, you might want to feed your activities with some nourishing food items, and, considering the location, seafood abounds. Oysters and clams are always on the menu, and you won't find a shortage of them on the coast.

## Services and Accommodations

CITIES/TOWNS/ COMMUNITIES	VISITOR INFORMATION	LODGING	CAMPING	RESTAURANTS	GROCERIES	RESTROOMS	FUEL	ELECTRIC VEHICLE CHARGING	TRANSIT/SHUTTLE SERVICES	INTERPRETIVE CENTERS/MUSEUMS	RECREATION
Aberdeen	X	X	X	X	X	X	X	X	X	X	X
Westport	X	X	X	X	X	X	X	X	X	X	X

*This chart identifies services and accommodations located within city/town limits or within a driving distance of five miles.*

City of Aberdeen looking Southeast from hillside.



Mermaid Museum, Aberdeen



## SCENIC EXPERIENCES

**Area 2** offers abundant beach access while serving scenic viewing opportunities year-round delivering a truly iconic Washington State coastal experience.

### Scenic Experiences

- **Fisherman’s Boardwalk.** Renowned fishing spot on the open harbor. Fishing derbies and the days catch can be found here.
- **Westport Area Beaches:** Sand abounds as far as the eye can see at a perfect spot to do some beachcombing, find a sand dollar or even an old buoy.
- **Westport Viewing Tower:** Take in the full panoramic view of the jetty, marina and downtown shopping district of Westport. This is the most exciting place to witness one of the famous “king tides” and to bravely storm watch.
- **Whale Trail at Westport Light State Park:** Catch glimpses of gray whales during the spring season.
- **Grays Harbor Lighthouse:** Visit the tallest lighthouse in Washington state, and climb 135 steps to take in the 365 degree view of the Pacific Ocean.
- **Wildlife Viewing:** Birds, Harbor seals, humpback whales, orcas, seals, and sea lions, not to mention the local black-tailed deer and black bear population!
- **Birding:** American bald eagles, great blue heron, sea gulls, brown pelicans, cormorants, many shorebirds and migrating species.
- **State Parks and Wildlife Areas:** Westport Light State Park, Twin Harbors State Park, Grayland Beach State Park, Seashore Conservation Area State Park, Johns River State Wildlife Area (Elk River Unit).



## Area 2: Westport

### SCENIC & RECREATIONAL EXPERIENCES & INTRINSIC QUALITIES

Heading west from Bay City, keep your eyes peeled for some great oyster bars along the way as you gear up for Westport. A right turn up the peninsula provides a buzzy beach atmosphere, while a left turn towards the south can offer that relaxing coastal vibe ambiance one may be desperately looking for. With so many options it’s easy to see why you’ll want to plan for a fun experience on the sand getaway at the beach.

The north end of the peninsula is a food-lovers’ paradise with a score of restaurants catering to all taste buds. Of course, a trip here wouldn’t be complete without exploring the seafood banquet you’ll inevitably encounter at the Westport Harbor Marina. From the seafood markets to fish shacks, you’ll find some of the freshest variety of fish, mollusk, and crustacean this side of the ocean. If you choose to catch your own food, you have options; book a charter or drop your line or cage from Fisherman’s Boardwalk Pier.





Westport Maritime Museum Image  
©Google Street View

Beach life is where it's at here and what better way to enjoy the environment than with coastal activities. Surfers will not only enjoy the thunderous waves, but the many surf shops that dot the landscape. Would-be surfers are always welcome with many surf schools that are eager to get newcomers on their own boards.

While you're at the beach, choose your own adventure with either a whale-watching excursion, fishing charter, or metal detection hunt. More importantly, a beach adventure wouldn't be complete without a lighthouse tour. Adjacent to Westport Light Park, Grays Harbor Lighthouse is the tallest lighthouse in Washington state. At 107-feet in height, the brick and concrete structure was completed in 1898 and is now listed on the National Register of Historic Places.

In 2016, the cranberry industry of Washington State, with Grays Harbor and Pacific Counties leading the charge, was said to be a nearly eight-million-dollar industry. Out of America's 40,000 acres of cranberry bogs, nearly 2,000 are in our state. While the wet method is popular, most



Grays Harbor Light House in Westport, WA  
Image ©Google Street View

## RECREATIONAL EXPERIENCES

- **Festivals and Events:** Rusty Scuppers Pirate Daze, Reach the Beach, Booming Bay Fireworks Display, Ride the Harbor, Cranberry Harvest Festival, Westport Windriders Kite Festival, Annual Seafood Festival, Annual Driftwood Show & Glass Float Hunt, Fishing Derbies, Longboard Classic, and New Years Eve Fireworks.
- **Camping:** Twin Harbors State Park, Grayland Beach State Park, Kenanna RV Park, Totem RV & Trailer Park, American Sunset RV & Tent Resort, Kila Hana Camperland, RV INN Style resorts.
- **Culinary:** Seafood is plentiful from fish and chips to seafood markets, but every type of cuisine is represented.
- **Fishing:** Fisherman's Board Walk Pier, Float 20, Offshore Charter Fishing, Surf Fishing, Onshore Fishing and Jetty Fishing. Crabbing and Razor Clam digs are seasonal activities for all ages.
- **Clamming:** Razor clams, Butter clams, Eastern Softshell clams.
- **Public Launch Sites:** Westport Marina.
- **Hiking & Trails:** Beachside trails including Westport Light Trail, Grayland Beach State Park
- **Museums:** The Cranberry Museum, Grayland and the Westport Maritime Museum, Westport, Westport Aquarium, Westport.
- **Surfing:** Surfing the Jetty, the Cove, and the Groins. From Beginners to Advanced, there is parking and restrooms in all locations. Local rentals and lessons are available.
- **Storm Watching:** Best time to storm watch is from November through January during one of the infamous King Tides. Safety first and come prepared, but the safest place to watch is from the Viewing Tower, albeit the chilliest location.



Grays Harbor cranberry farmers use the dry harvest method, especially around Grayland. In 1957, Grayland resident Julius Furford invented the Furford Picker/Pruner. The machine was revolutionary as it picked ripe berries while simultaneously pruning the vines. First used on what is now the bog at 1818 Cranberry Road, the Furford Picker is a Grays Harbor invention that changed dry picking forever. Americans consume nearly 400 million pounds of cranberries each year, with 20% of them eaten during Thanksgiving week. Each year, the average US resident eats 2.3 pounds cranberries, with most of them coming in the form of juice or juice blends.



Fishing is at the heart of Westport's identity, and it's one of the few places in Washington where visitors can buy freshly caught seafood right off the boats as they return to the marina. The harbor buzzes with activity as charter vessels unload their daily catch—salmon, halibut, tuna, crab, and rockfish—while local fishmongers and seafood stands offer the freshest fillets and Dungeness crab straight from the source. Anglers can join in the action on charter boats, try their luck from the docks or jetty, or take part in one of Westport's seasonal fishing derbies. Surf culture is equally alive here, with events like the Westport Longboard Classic drawing surfers and spectators from across the region each year to celebrate the city's world-class waves. Summertime brings a festive spirit with Rusty Scupper Pirate Daze, Westport's most popular annual event, when the waterfront fills with costumed pirates, live music, and vendors celebrating the city's seafaring heritage.

## Services and Accommodations

CITIES/TOWNS/COMMUNITIES	VISITOR INFORMATION	LODGING	CAMPING	RESTAURANTS	GROCERIES	RESTROOMS	FUEL	ELECTRIC VEHICLE CHARGING	TRANSIT/SHUTTLE SERVICES	INTERPRETIVE CENTERS/MUSEUMS	RECREATION
Westport	X	X	X	X	X	X	X	X	X	X	X
Grayland		X	X	X	X	X	X		X	X	X

This chart identifies services and accommodations located within city/town limits or within a driving distance of five miles.





## SCENIC EXPERIENCES

**Area 3** of the Byway is known for its historic Native roots and diverse abundant recreational opportunities that vary along with the bayside landscape. The beach may be windy and exposed so dress in layers.

### Scenic Experiences

- **State Parks and Wildlife Areas:** Johns River Wildlife Area, North Willapa Bay Unit is a beautiful riparian habitat lands along with the most ecologically intact large estuarine bay in the continental United States.
- **Wildlife Viewing:** The most common mammals are Roosevelt elk, black-tailed deer, black bear, coyote, bobcat, muskrat, bird watching, and rabbits.
- **Marine Mammals:** In tidal areas and across beaches you might find sea otters (rare), seals, perhaps pods of whales farther offshore, and intertidal mammals like river otters.
- **Birding:** Bring binoculars to spot any of the more than 200 species of waterfowl and shorebirds including the long-billed curlew and a nesting colony of Caspian Tern.
- **Fish:** The unit overlaps mouths of multiple fish-bearing streams (anadromous salmon/coho/steelhead) which means you might see salmon or juvenile fish in side creeks/sloughs.
- **Tokeland Hotel** in Tokeland. A former Victorian era farmhouse, this historic structure is the oldest hotel in the state.



## Area 3: Shoalwater & Tokeland

### SCENIC & RECREATIONAL EXPERIENCES & INTRINSIC QUALITIES

As travelers continue their journey southward, they reach new territory with the Shoalwater Bay Reservation. Flanked on either side of Byway, the landscape is dotted with stores, service stations, and the uniquely designed Shoalwater Bay Casino.

Opened in 1998, the Shoalwater Bay Casino is a popular resort that includes lodging, restaurants, shops, games, and entertainment. A do-not-miss attraction is the Shoalwater Bay Heritage Museum and Gift Shop; an informative introduction to the Shoalwater Bay Indian Tribe.



Shoalwater Bay Casino



A turn onto Tokeland Road takes visitors south towards the peninsula known as Tokeland. Shellfish (oysters, razor clams), fishing, and later cranberry farming and lumber were core local industries. Early literature mentions Willapa-Bay oysters being shipped as far as San Francisco.

The link to the Shoalwater Bay Indian Reservation is strong. For more information about the Shoalwater Bay Indian Tribe visit the Tribal Nation section.

Thanks to the Shoalwater Bay Indian Tribe, North America’s first free-standing tsunami refuge opened in Tokeland in 2022. Designed to shelter over 400 people during a Cascadia Subduction Zone tsunami, the tower serves both tribal members and nearby residents. It is dedicated to former tribal emergency manager Lee Shipman, whose efforts secured its funding; the structure is named “Auntie Lee Tower” in her honor.



*Shoalwater Bay Vertical Evacuation Tower.*

You’ll recognize the historic nature of the area with the impressive and historic Tokeland Hotel. The Tokeland Hotel and Restaurant is Washington State’s oldest resort hotel and was listed on the National Register of Historic Places in 1978. In 1885 a two-story wood frame



*Tokeland Hotel*

farmhouse with a gabled roof and brick fireplace was built that would become the original structure of the Tokeland Hotel. Many who stay are looking for their own “haunted” experience, which adds a fun local lore element if you’re curious about ghost tales.

Situated at the north of Willapa Bay, the marina offers a historical cannery, seafood markets and both recreational and commercial moorage. Storm-watching and exploring Drive a tad further south and you’ll hit gold at the end of the peninsula - Toke Point - with the bountiful seafood you’ll discover at the Tokeland Marina.

## RECREATIONAL EXPERIENCES

- **State Parks and Wildlife Areas:** Johns River State Wildlife Area, (North Willapa Bay Unit)
- **Agritourism and Culinary Tourism:** Willapa Bay Oysters, Slow Food Dinners at the Tokeland Hotel.
- **Festivals and Events:** Grays Harbor Shorebird and Nature Festival, Oysterfest, Tokeland Old Fashioned 4th of July Parade & Picnic, Tokeland Woodfest, Crawfish Festival, Tokeland North Cove Studio Art Tour
- **Fishing:** Port of Willapa Harbor, Old Tokeland Pier, Toke Point public pier
- **Public Launch Sites:** Tokeland Marina, Smith Creek
- **Lodging & Resorts:** Shoalwater Bay Casino, Tokeland Hotel
- **Museums & Galleries:** Shoalwater Bay Heritage Museum, Bay Side Gallery, Knock On Wood, Tokeland North Cove Studio Art
- **Other Activities:**
  - Tide pooling & beach walking
  - Sunset viewing
  - Clamming (in season)
  - Birdwatching
  - Ocean kayaking
  - Storm watching



beaches, mudflats, and the tidally dynamic Willapa Bay shorelines is a destination activity. Likewise this area is excellent for ocean kayaking, sunset viewing, walking, tide pooling, bird-watching, clamming (in season), and immersing yourself in coastal scenery.

Tokeland has a slower-paced, artsy small-community vibe—local galleries, coastal crafts, and a sense of “getting away from it all.”

## Services and Accommodations

CITIES/TOWNS/COMMUNITIES	VISITOR INFORMATION	LODGING	CAMPING	RESTAURANTS	GROCERIES	RESTROOMS	FUEL	ELECTRIC VEHICLE CHARGING	TRANSIT/SHUTTLE SERVICES	INTERPRETIVE CENTERS/MUSEUMS	RECREATION
Shoalwater Bay	X	X	X	X	X	X	X	X	X	X	X
Tokeland	X	X	X	X	X	X	X	X	X		X
Raymond	X	X	X	X		X	X		X	X	X



Tokeland, WA

*This chart identifies services and accommodations located within city/town limits or within a driving distance of five miles.*

*View of the Ocean from SR 105 near mile marker 20. Image ©Natalie Jensen/Grays Harbor Council of Governments*





## SCENIC EXPERIENCES

**Area 4** At the heart of the Willapa River Valley, this area is full of opportunities for visitors to experience, from historic structures and live theatre, to kayaking and paddle boarding, or just your typical fishing foray.

### Scenic Experiences

- **State Parks and Wildlife Areas:** Willapa Hills Trail. Pedestrian, equestrian, cyclists and skaters alike can experience the 56-miles of trails along rivers, farms the Willapa Valley.
- **Wildlife Viewing:** Roosevelt elk (Willapa Hills foothills), Black-tailed deer, river otter, beaver and muskrat in sloughs, raccoon and mink near tidal flats, and the occasional black bear in upland forests. Marine mammals such as harbor seals and sea lions are spotted.
- **Birding:** Great blue heron, green heron, Bald eagles and osprey, the seasonal great egret, shorebirds including sandpipers, dowitchers, dunlin, plovers, waterfowl and many songbirds throughout the spring and summer.
- **Fish:** Chinook, coho, and chum salmon runs, cutthroat and steelhead trout, sturgeon, in the Willapa River, perch, flounder, and smelt in tidal waters, Dungeness crab and bay clams in Willapa Bay proper.
- **Outdoor Art & National Historic District:** Wildlife Heritage Sculpture Corridor.
- **Historical Raymond Theatre** in downtown Raymond.



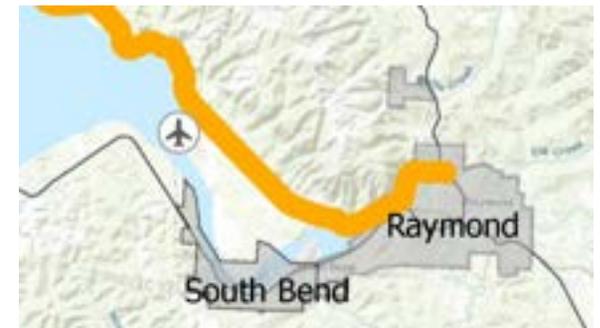
## Area 4: Raymond

### SCENIC & RECREATIONAL EXPERIENCES & INTRINSIC QUALITIES

Incorporated in 1907, the town is named after L. V. Raymond who was the town’s first postmaster and founder of the land company that platted the town. Raymond is a small city in north Pacific County, sitting at the confluence of the Willapa River and surrounded by forest-and-tidal flats. Its population was about 3,081 in 2020.

The riverside city of Raymond honors its logging-town roots, with the industry woven into its culture as the community continues to move forward. Today, it’s a creative hub where public art and vibrant murals add color to every corner, and local museums tell the story of a place shaped by industry, nature, and resilience.

In its early days, Raymond was built on stilts and wooden sidewalks over the tide-flats and sloughs, due to the wet ground





and tidal environment. The local economy was historically grounded in the logging, shingle milling, and fishing/sea-harvest industries, thanks to abundant timber and access to waterways. The arrival of the railroad and the subsequent filling in of tide land around 1912 spurred growth. The Raymond Theatre opened in 1928, featuring ornate decor was state-of-the art for it's time and is on the register of National Historical Buildings. The building alone is worth the stop.

Beginning in 1993 as a community art project to draw attention to the area you'll find over 200 life-size metal sculptures depicting deer, elk, birds, fish, Native American figures,



Historic Raymond Theater opened in 1928. Photo by © Steven Pavlov / Wikimedia



Northwest Carriage Museum, Raymond. Image © Google Street View

loggers and more, scattered across roughly 3–5 miles of highway and town streets. This makes for a fun “scavenger-hunt” style drive or walk.

Raymond has beautiful parks along the river. Located in downtown Raymond, next to the Carriage Museum is the Riverfront Park. This park has a kayak dock, outdoor amphitheater, picnic tables and restrooms.

Surrounded by rich farmland and forest, the area is also a haven for foragers, growers, and those in search of the freshest local ingredients. For a peaceful view of the valley and beyond, head to one of the scenic overlooks or riverside trails around town. From wineries, breweries and coffee shops to paddleboarding adventures and mountain biking trails, music festivals and museums will keep any visitor busy

## RECREATIONAL EXPERIENCES

- **Equestrian & Cycling, Hiking, Walking, and Running:** Trailhead of 56-mile Willapa Hills State Park Trail.
- **Agritourism and Culinary Tourism:** Wineries, orchards, breweries, restaurants sourcing local produce and the Raymond Farmers Market.
- **Public Launch Sites:** Smith Creek, Wilson Creek, Raymond Riverfront Park.
- **Willapa Paddle Adventures:** Self-Guided kayaking tours on the Willapa River.
- **Riverwoods Golf and RV** in Raymond.
- **Festivals and events:** Pacific County Fair, Museum Month (May), Pacific County Pride Festival, Willapa Harbor Festival, Christmas Parade and Tree Lighting.
- **Fishing:** Willapa River, North River, Smith Creek.
- **Museums:** Willapa Seaport Museum, Northwest Carriage Museum.



Kayaking is popular on the Willapa.



any time of the year. Whether you're here for the art, outdoors, or the small-town charm, Raymond welcomes you to stay a little longer and discover something unexpected.



5-Mile metal sculpture corridor. Image ©Google Street View

## Services and Accommodations

CITIES/TOWNS/ COMMUNITIES	VISITOR INFORMATION	LODGING	CAMPING	RESTAURANTS	GROCERIES	RESTROOMS	FUEL	ELECTRIC VEHICLE CHARGING	TRANSIT/SHUTTLE SERVICES	INTERPRETIVE CENTERS/MUSEUMS	RECREATION
Raymond	X	X	X	X	X	X	X	X	X	X	X
Tokeland	X	X	X	X	X	X	X	X	X		X

This chart identifies services and accommodations located within city/town limits or within a driving distance of five miles.



Raymond Riverfront Park



Cycling along the Willapa Hills Trail.

# Byway Vision & Mission



*Laidlaw Bridge over Beardslee Slough*



## Vision Statement:

*A coastal byway where every traveler experiences the story of Washington's working waterfronts, wild estuaries, and welcoming communities—connected by a shared commitment to preservation, discovery, and pride of place.*

## Mission Statement:

*The Bay-2-Bay Scenic Byway unites communities from Aberdeen to Willapa Harbor to showcase the region's scenic, cultural, and recreational treasures. By promoting stewardship, interpretive storytelling, and sustainable travel, the byway enriches visitor experiences, strengthens local economies, and preserves the landscapes and traditions that define the Washington coast.*

## The Role of Interpretation Along the Byway

Interpretation is the process of providing opportunities for people to personally and meaningfully connect with a place. Each person may connect in a different way. Some may connect immediately, while others may reflect on their experience later as part of their memory of the place. Through mission-based communication, interpretation forges emotional and intellectual connections between the traveler and meanings inherent to the resources along the Byway. Interpretation can be conveyed through a variety of tools and methods to help inspire these connections and make them memorable.

The most effective interpretation translates information universally, so that its static interpretive displays and brochures can be effective. The use of electronic technologies offers long-term opportunities for more sustainable ways to tell the Byway's stories. The most effective interpretation makes places come alive through brief and powerful communications.

Interpretation begins with facts and information but then goes on to explore what those facts mean and how they relate to our everyday world. It uses spoken, written, and visual language to help the public see more clearly. Interpretation clarifies, explains, and even decodes and deciphers so the observer can begin to understand another time or generation. Good interpretation raises questions and encourages visitors to seek for themselves the information they need to understand what they are seeing. This understanding leads to appreciation, which, in turn, leads to protection.



# Interpretive Media Options

The Bay-2-Bay Scenic Byway will aim to avoid the tendency to over-interpret. Too many exhibits, signs, and displays and an over-abundance of non-historic elements placed at a site can detract from the experience by overwhelming people with too much information. The best interpretation leaves us wanting to learn more, wanting to explore further, and wanting to return.

Interpretive media and the tools and methods that aid interpretation are constantly evolving. Advances in technology that allow people to carry hand-held devices to access information over the Internet and to download specific programs are rapidly changing the face of interpretation and the way we experience natural and cultural destinations. While traditional means such as static interpretive displays and brochures can be

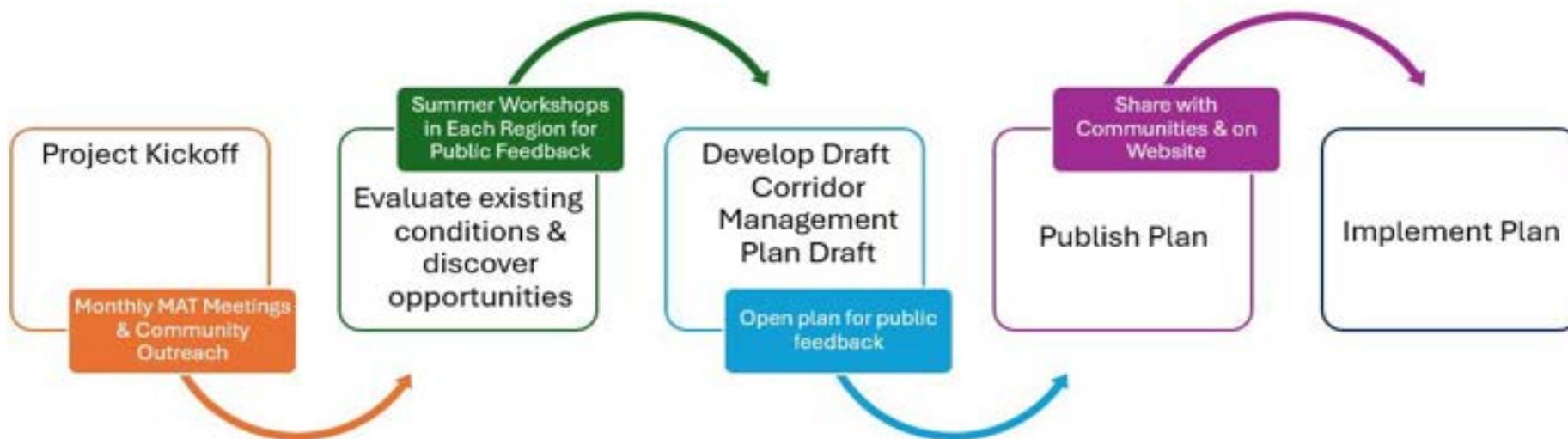


*Willapa Harbor, Raymond, WA*

effective, the use of electronic technologies offers long-term opportunities for more sustainable ways to tell the Byway’s stories. The most effective interpretation makes places come alive through brief and powerful communications. The best interpretation immediately conveys core ideas—what is really significant and compelling about a place.

# CMP Public Involvement Planning Process

COLLABORATING TO MANAGE, PROMOTE & PROTECT THE SCENIC BYWAY.



## CMP Planning Process

The Corridor Management Plan was developed over the course of a 10-month planning process that provided opportunities for engagement of communities and groups along the Byway in each of the designated regions (Aberdeen, Westport, Shoalwater Bay & Tokeland and Raymond).

A multi-agency team (MAT) assisted in the development of the plan. The members of this team included Visit Grays Harbor, Experience Westport, Washington's Evergreen Coast, Pacific County EDC, Greater Grays Harbor Inc., Pacific Mountain Regional Workforce Development, Port of Willapa Harbor, Grays Harbor Council of Governments, Cowlitz-Wahkiakum Council of Governments/Southwest Washington Regional Transportation Planning Organization, Port of Grays Harbor, Pacific County and Grays Harbor County staff. Outreach was conducted with the Quinault Indian Nation, Confederated Tribes of the Chehalis Reservation, Cowlitz Indian Nation, Chinook Indian Nation, Shoalwater Bay Indian Tribe and the Confederated Tribes of Grand Ronde Community of Oregon.

The final draft was posted on Evergreen Coast's website, and a survey was shared during the fall of 2025 for public comment. Public review and comments were collected and integrated into the draft. The planning process chart depicts the process for development of the initial corridor management plan and public and group involvement activities.

The multiagency team (MAT) met monthly during the length of the project to discuss each phase and review CMP elements.



*Razor clam digging on a beach near Tokeland. Image ©Tokeland Chamber of Commerce*

## Partnerships

SR 105 corridor traverses between two counties, Grays Harbor and Pacific County. The State of Washington Tourism promotes Washington State system of Scenic and Recreational Highways (RCW 47.39.020). A State of Washington Tourism Scenic Byways webpage promotes scenic byways with established corridor management plans.

Pacific and Grays Harbor Counties are in the Southwest Washington Regional Transportation Planning Organization (SWRTPO), a five-county regional transportation planning organization covering all of Cowlitz, Grays Harbor, Lewis, Pacific and Wahkiakum counties led by the Cowlitz-Wahkiakum Council of Governments (CWCOG). The SWRTPO is in the Southwest Region of the Washington State Department of Transportation.



*Fishing vessels moored at the Westport Marina at sunset. Image © Natalie Jensen*

The **Cowlitz-Wahkiakum Council of Governments (CWCOG)** is a nonprofit association of local governments serving southwest Washington. It provides regional planning, economic development, and transportation coordination services, funded through member contributions, contracts, and federal and state transportation grants.

The **Grays Harbor Council of Governments (GHCOG)** is a regional planning and intergovernmental agency that provides planning, technical, and administrative services to cities, towns, tribes, and the county within Grays Harbor. Funded through member dues, contracts, and state and federal grants, GHCOG supports collaborative efforts in transportation, land use, and community development.

The **Southwest Washington Regional Transportation Planning Organization (SWRTPO)** coordinates regional transportation planning across Grays Harbor, Pacific, Wahkiakum, and Cowlitz counties. It works in partnership with local governments, transit agencies, WSDOT, and the Cowlitz-Wahkiakum and Grays Harbor

Councils of Governments to guide transportation investments using federal and state planning funds.

**Unforgettable Grays Harbor** is the tourism brand for Grays Harbor County, promoting the region's coastal towns, forests, and outdoor recreation opportunities. The program is administered and funded through Grays Harbor County's tourism and lodging-tax program to support regional economic development and visitor engagement.

**Washington's Evergreen Coast** is a nonprofit destination-marketing organization serving Pacific County, dedicated to promoting sustainable tourism along Washington's southwest coast. It partners with local communities and businesses to highlight the area's natural beauty, small-town charm, and coastal experiences.

**Experience Westport** is the official tourism initiative for the City of Westport, showcasing the community's fishing heritage, surf culture, and seaside attractions. The program is supported through local business partnerships and lodging-tax funding to encourage year-round visitation.

## Strategic Planning Process

Washington's Evergreen Coast shares responsibility for leadership in the development, marketing, and sales of tourism in Pacific County with Washington State Destination Marketing Organizations (WSDMO). Together they promote lodging, restaurants, venues, retail, transportation services, convention facilities, events, and attractions that are important to Pacific County and the collective industry economy.

The WSDMO represents 29 Destination Marketing Organizations in the state of Washington and holds an annual symposium to discuss tourism, economic development, local advocacy and destination marketing trends.

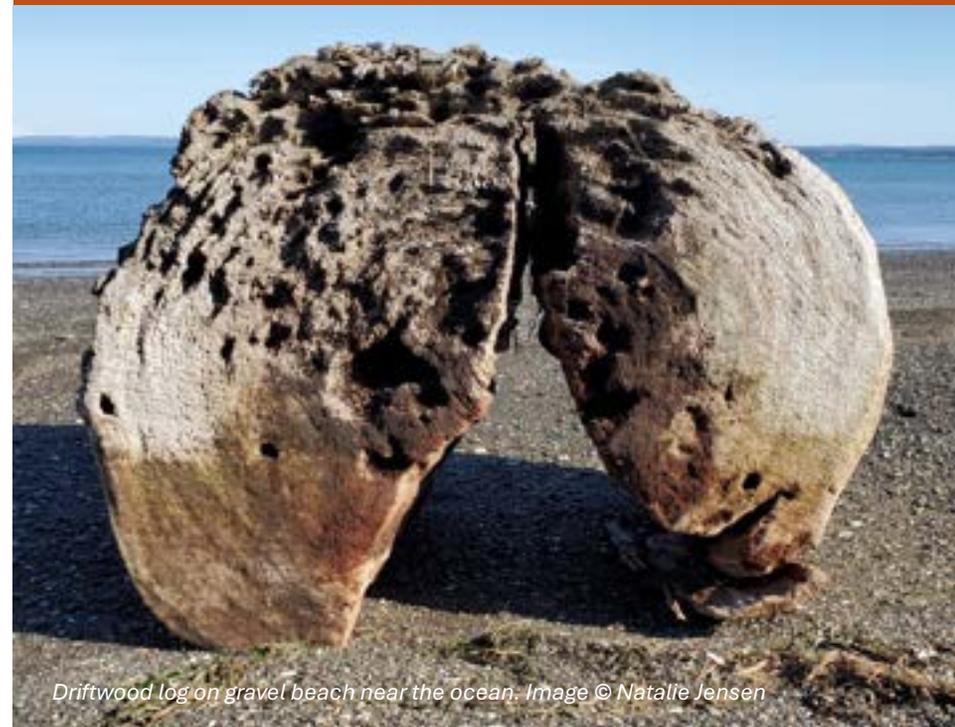
Unforgettable Grays Harbor is branding that Grays Harbor County Tourism Department uses to promote economic development and tourism in Grays Harbor. Through Grays Harbor Chambers of Commerce, Westport/Grayland Chamber of Commerce provides a calendar of events to explore the wonderful world of the south beach.

## Expanding & Strengthening the Byway Organization

The SR 105 Byway has an excellent foundation of community and agency support on a statewide level. The depth of experience, resources, and cooperative services provided by representatives from the local, state, and federal agencies and organizations involved in developing this corridor management plan has set the Byway on a positive course toward implementation. Experts from a variety of agencies and organizations have given their time and knowledge to develop this plan and are strong partners for the Byway. These representatives will continue to be engaged in the implementation of the plan.

## Strategic Objectives

- **Increase brand awareness** of the Bay-2-Bay Scenic Byway
- **Develop strong partnerships** with byway Groups
- **Increase organizational funding** by obtaining one new grant per year and through memberships and advertising in association materials/ products
- **Encourage board engagement**
- **Increase staff capacity**
- **Increase conversions**



*Driftwood log on gravel beach near the ocean. Image © Natalie Jensen*



*Group of sea otters floating on their backs in bull kelp in the ocean.*

## Integrating Additional Groups and Partners

State Route 105 crosses two counties and many organizations and agencies offering potential partnerships who can help with ongoing scenic management and implementation. Identifying key groups to support this plan is beneficial to the community and implementation of the plan. Working to build a partnership of local and regional members who will implement the Plan collectively is integral.

Leveraging these resources can help stretch their organizational capacity. Those engaged may include people who bring certain skills and interests aligned with management and implementation.

### Local, Regional and Tribal Government

- Pacific County
- Grays Harbor County
- Southwest Washington Regional Transportation Planning Organization
- Cowlitz-Wahkiakum Council of Governments
- Grays Harbor Council of Governments
- Quinault Indian Nation
- Confederation Tribes of the Chehalis Reservation
- Cowlitz Indian Nation
- Chinook Indian Nation
- Shoalwater Bay Tribe
- Confederate Tribes of the Grand Ronde

### Economic Development

- Pacific Mountain Workforce Development (serves 5 counties, Pacific, Grays Harbor, Mason, Thurston and Lewis. One of their industry clusters includes hospitality and tourism.)
- Pacific County Economic Development Council
- Port of Grays Harbor
- Port of Willapa Harbor
- Greater Grays Harbor Inc.

### Tourism advocates:

- Washington's Evergreen Coast
- Grays Harbor Talk is a local publisher that provides positive stories about living and working in Grays Harbor County.
- Experience Westport, managed by the City of Westport.
- Unforgettable Grays Harbor, managed by Grays Harbor County.

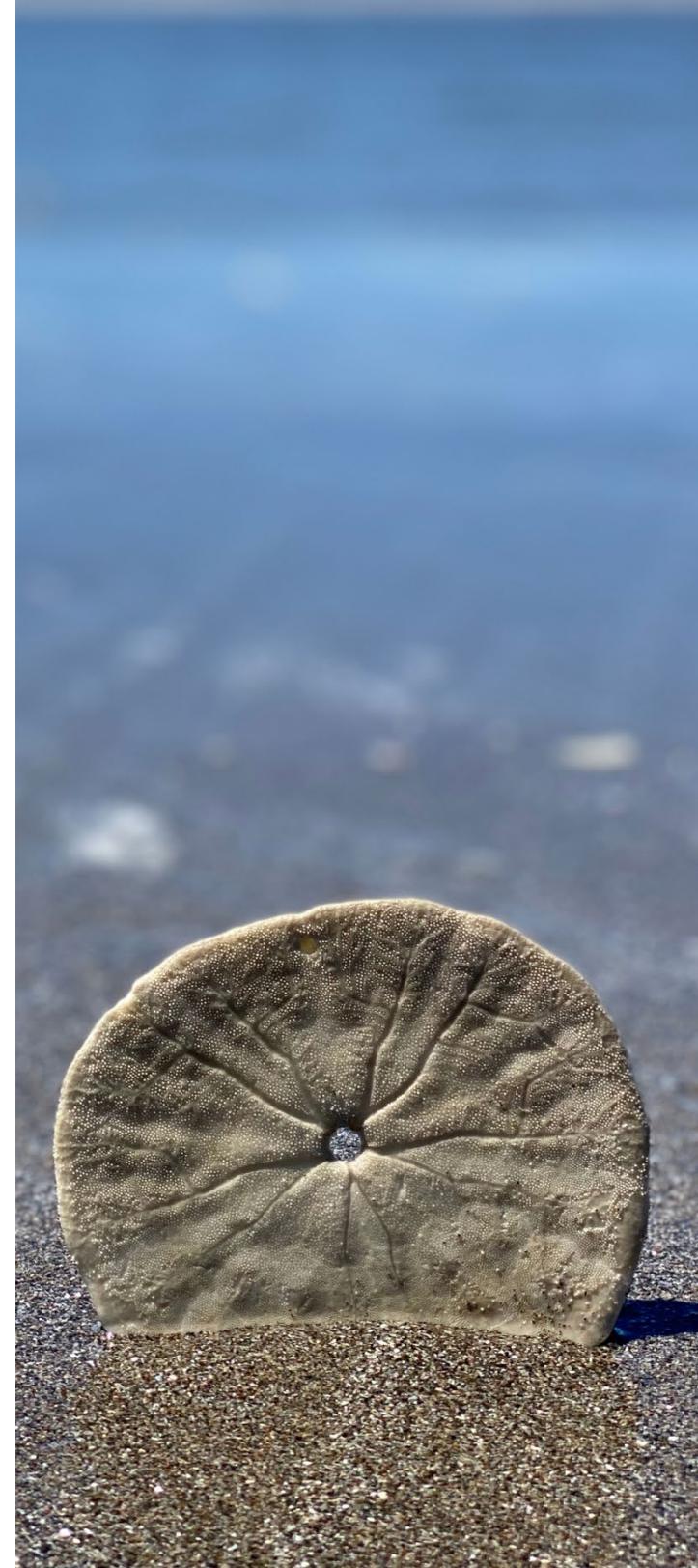
To learn more about the groups along the Byway and their interests and skills, it will be important to continue to involve a broad spectrum of interests in ongoing byway management and implementation activities. It will also be important to consider who hasn't been involved to date, and to engage them in future activities. There may be some valuable and important partners out there ready and waiting to help, such as corporate interests who have business enterprises along SR 105; Public and private landowners and managers along the Byway (identify names from tax records) including agencies, farmers, and others who may be interested in promoting certain stewardship messages; Additional business, tourism, and recreation interest groups; Local governments and community associations are dedicated to enhancing the quality of life in each region; Organizations dedicated to specific intrinsic qualities of the corridor.

These groups can play an important role in the future of SR 105 and become integral partners in the Byway's future. They can be involved by being invited to join Washington's Evergreen Coast and/or Unforgettable Grays Harbor to support specific projects. Working together with diverse interests to achieve commonly desired goals can be inspirational and motivational.

Specific task forces and/or subcommittees may be formed under the leadership of Washington's Evergreen Coast and Pacific Mountain Workforce Development.

These groups could potentially focus on tasks such as:

- Marketing/Communications/Media/Public Relations
- Grant Writing/Fundraising
- Project Implementation
- Governmental/Political Liaisons
- Business, Agricultural, Recreation and Tourism Liaisons
- Membership Development (Association)
- Community and Group Involvement
- Historic and Cultural Resource Preservation
- Scenic and Natural Resource Preservation



## Ongoing Group Engagement & Outreach

Ongoing public participation and community involvement will be essential to the success of future byway planning, management, and implementation. The Washington's Evergreen Coast and Unforgettable Grays Harbor will continue to represent the views of local communities and interests. The CWCOG/SWRTPO could be a resource to assist with community outreach when needed such as convening meetings.

However, at key decision-making points and important milestones in the future, there also will be a need for broader community input and involvement. Citizens and special interest groups throughout the Byway communities can provide valuable information and input. They are the local experts who can describe in detail the existing conditions, problems, and potential solutions that are best suited to their specific situations.



### Public Outreach

#### REACHING OUT TO BYWAY COMMUNITIES AND THE PUBLIC

With future project implementation, it will be necessary to hold multiple public meetings along the Byway given that people live in different communities. Community engagement announcements will be placed on multiple websites throughout the Bay-2-Bay Scenic Byway, announced on social media venues and through partner email and membership and contact lists. Meetings will be held at convenient and accessible locations within the communities and at convenient times. Inviting the public to participate through workshops will help ensure that community members and groups are not left out of the process.

Presentations to elected officials and commissioners can also provide opportunities for input and involvement in Byway activities, as well as building awareness and gathering support for needed improvements. Work sessions with senior citizens and school groups provide additional opportunities for community outreach and obtaining insightful input. Byway projects can be incorporated into school projects for students or preservation projects can be a part of high school curriculum or after school activities. There may be a variety of resources in the Byway communities including volunteers, in-kind support, gifts of materials, printing, and other contributions that can be tapped into as part of a strong program of public and group involvement and outreach.

# Potential Engagement Tools

## TOOLS AND ACTIVITIES FOR SUCCESSFUL ONGOING PUBLIC AND GROUP INVOLVEMENT

There are several effective tools and activities that may be used to engage and inform the public and key Byway groups. Grays Harbor Council of Governments, Washington’s Evergreen Coast and Unforgettable Grays Harbor going forward will be tailored to fit the preferences and needs of the Byway partners and communities in each region. Depending on activities taking place along the Byway at various times, it will be necessary to adjust meeting schedules.

TABLE: GROUP INVOLVEMENT TOOLS

### Potential Public and Group Involvement Tools and Activities to Support Ongoing Byway Management and Implementation

TOOL / ACTIVITY	PURPOSE / MOST OFTEN USED FOR	SUGGESTED TIME INTERVAL
<b>Newsletters (Electronic)</b>	To provide Byway updates and information on a regular basis to Byway interests (general membership) as well as key partners and Groups. Electronic newsletter/updates are already distributed successfully.	<b>Seasonally</b>
<b>Semi-Annual Meeting</b>	Meetings to inform and involve the entire Byway membership, which can often take the form of an annual event or symposium. Membership may be invited to vote on important decisions or actions. These can also be correlated with fundraising activities, special events, educational programs, Byway tours, etc. and often provide opportunities to solicit support and gain input.	<b>Semi-annually</b>
<b>Meetings with Special Interest Groups/Focus Groups/Tribes/ Local Elected Officials and Others</b>	Focus group meetings are targeted to the interests of those participating. Most often these are scheduled in association with a specific action or project that the Byway is implementing. The purpose can vary, but often these meetings focus on presenting information, gaining input and comments, and discussing and resolving concerns of focus groups or special interests. Thorough notes and recording of outcomes and assignments for follow up action items are important for these meetings.	<b>As needed to support projects and activities</b>
<b>Open Houses</b>	Usually, informal meetings where the public are invited to come and view displays and talk with Byway and project representatives during a specific timeframe. Comments are recorded (often on flip charts for participants to see), and the input is considered as the project evolves.	<b>As needed to support projects and activities</b>
<b>Workshops and Charrettes</b>	<b>Interactive meetings are designed to fully engage participants in activities and exercises toward meaningful outcomes. These meetings can use a variety of tools and methods to gain input and engage communities and participants in project planning and design.</b>	<b>As needed to support projects and activities</b>

**Potential Public and Group Involvement Tools and Activities to Support Ongoing Byway Management and Implementation** *(Continued)*

<b>Special Advisory Committees or Steering Committees</b>	<p>Committees or subcommittees formed for a specific purpose, such as to advise on development of policy or to steer the design direction on a project. These committees can be focused on technical considerations with agency staff or expert participation. They can be citizen-based groups with representatives from Byway communities and diverse interests.</p>	<p>As needed to support projects and activities</p>
<b>Special Displays/ Traveling Displays</b>	<p>Static displays are sometimes designed for portability to travel around communities and destinations. These can include Byway information, as well as interpretive exhibits. This is a good way to get the word out and illustrate ideas and options being considered to a broader spectrum of the public. These displays can travel to libraries, community centers, visitor centers, etc. These displays may also be prepared for special events, such as fairs and festivals.</p>	<p>At key points in a planning or design process/at special events</p>
<b>Byway Tours</b>	<p>Specially arranged tours of the Byway to introduce media, tour operators, travel planners, business owners and local officials to the intrinsic elements of the Byway. Tours can help expand the numbers of people that know about the Byway as well as introducing them to the key groups who can bring in new market segments to enjoy them. They can also lead to earned media coverage.</p>	<p>As needed to support projects and activities</p>
<b>Ceremonies, Celebrations, and Special Events</b>	<p>Special events can build community support and pride for the Byway and provide opportunities to celebrate successes and take a break before moving on to the next milestone. Washington's Evergreen Coast in Pacific County and Grays Harbor Council of Governments promote special events and festivals held in every region of the Byway.</p>	<p>Celebrate as often as possible!</p>
<b>Websites and social media</b>	<p>Websites provide a dynamic forum for posting Byway updates, events, and meeting announcements, providing contact information, inviting emails through comments or online questionnaires, and providing extensive information about the Byway. Social media programs such as Facebook, Instagram, Tik Tok, X and others provide diverse opportunities to connect with Byway interests and travelers.</p>	<p>Ongoing maintenance and upkeep are important after initial development; social media postings are typically event specific</p>
<b>In-Person Outreach</b>	<p>Talking to people in person and word-of-mouth is one of the most effective ways to let people know about the Byway and bring them into the fold of Byway activities. Talk to people on the phone or meet them for coffee or lunch. Share your vision and enthusiasm about the opportunities and possibilities for the Byway. Let them know that their support is needed, and they can make a difference in helping to preserve natural and cultural heritage around on SR 105by participating. These conversations also provide opportunities to reassure people that an important part of the vision for the Byway focuses on enhancing the local way of life and respecting private property owners' interests.</p>	<p>Often, as much as possible, all the time</p>



*Great Blue Heron in the marsh grass fishing.*

# Past & Present Conditions





## Tribal Nations

With rich resources from land to the sea, Native peoples have stewarded Southwest Washington since time immemorial. Today, the Chinook Indian Nation, Cowlitz Indian Nation, the Confederated Tribes of the Chehalis Reservation, the Confederated Tribes of Grande Ronde Community of Oregon, the Quinault Indian Nation and the Shoalwater Bay Indian Tribe can be seen and experienced throughout the corridor.

One of the most satisfying rewards of travel is to develop a better understanding of new places and the unique history and cultures of the people who live in them.





## THE CONFEDERATED TRIBES OF THE CHEHALIS RESERVATION

*“Yea, the upper Chehalis, you see we started, that is as a tribe, from Mud Bay, don’t know where they come from there, they moved in there from somewhere and they begin to grow and spread back until they come to the Chehalis River, then they started to settle down. That was a long time ago, I’d say maybe, maybe a hundred thirty thousand years ago because this America wasn’t made in just one, two days – maybe been here the last million years and the people, Chehalis Indians had settled down and was already here when the white people came, each brand of the Chehalis Indians had settled down where there was good pickings, good hunting and good fishing and maybe camas and other roots and berries. The cedar, they felled that and made boards out of it some 4 feet thick....they used elk horn for wedge”*  
Chehalis Tribal Elder, Silas Heck (1964, p. 3)

The Confederated Tribes of the Chehalis are comprised of many smaller bands and villages that originally inhabited the land from Mud Bay in the north to the Columbia River in the south, and from the foothills of Mt. Rainier in the east, to the Pacific Ocean in the west. In 1824, trader Alexander Ross noted Chehalis was one of the ten most important Tribes in the present-day southwest Washington region. Some of the bands and villages that comprise the present-day Confederated Tribes of the Chehalis are,

- Upper Chehalis, also known as Kwaiailk
  - The sqwayayilq on Mud Bay
  - The tmesluws located around the present town of Tenino

- The ?ilwaiqs across the river from the present city of Chehalis
- The c’axwasn in the Pe Ell – Boistfort area
- The slacawams whose location is uncertain, but was presumably near the Oakville-Porter area

- Lower Chehalis
- Halloweena Nation
- Willopah also called Kwailhiokwa or Owhillapsh
- Klatskanai
- Humptulips
- Hoquiams
- Whishkah’s
- Wynoochee’s
- Lower Chinook
- Cowlitz
- Satsop

The name Chehalis originates from a village at the entrance to Grays Harbor at Hanson’s Point near present-day Westport. Formally known as Tshels or *sand*, this village was the first village encountered by non-Native people entering Grays Harbor, formerly known as Bullfinch Harbor. Not understanding that village names were not the names of Tribes, but names of places, the non-Natives assumed the Tribe’s name was Tshels. As the non-Natives travelled inland further into the Harbor, they would have



encountered seven Chehalis villages located on the north end of the harbor and eight villages on the south side. Noting the similarity between the villages and the people, the non-Natives assumed all people they encountered were Tshels and called them as such. This is the name we call ourselves today, Chehalis, *People of the Sands*.

Other permanent Chehalis villages were Sah-tсах-ulth or *river coming from the lake*, located on the Black River, Thla-qah-mish at the mouth of Cedar Creek in former Cedarville, WA, and Wah-lokt-un or *place to fall down* on Michigan Hill. Chehalis families also maintained villages sites throughout the region, from present-day Olympia, WA to the Chiltz village site along the Columbia River. The Lewis and Clark expedition recorded a meeting with Chiltz (Chehalis) on November 21<sup>st</sup>, 1805. Village sites were also located at present day Rainbow Falls, Grand Mound, Centralia, Chehalis, on the Newaukum River, Satsop River, and along the seacoast and present-day Interstate 5.

### **Commonly Asked Questions About the Chehalis Tribe**

#### **What languages did we speak?**

Upper Chehalis and Lower Chehalis were the predominant languages of the region pre-contact. Both languages are a dialect of the Tsamosan branch of the Southwestern Coast language family and are what is called a language isolate, meaning these languages are distinct from the languages spoken by the surrounding Tribes. Upper Chehalis had two sub-dialects, Chehalis 1 or Oakville Chehalis, spoken from present day Grand Mound to Oakville, and Chehalis 2 or Tenino Chehalis, spoken from Grand Mound to Tenino. Upper Chehalis eventually became the principal language of all Chehalis Tribes.

#### **What types of homes did the Tribe live in traditionally?**

Traditional Chehalis homes were longhouses and built along rivers and waterways. The homes were a type of gabled longhouse with a doorway facing the water and were constructed of vertical planks, with a pitched plank roof, and seams lined with moss. The houses had circular doors that required a person to bend over to enter, often putting their feet through the door first and then bending the rest of their body in. The doorway was covered with a mat to protect against the weather and many had a rear door which could be used to escape in case of attack. Some longhouses were large enough to have five or six fires burning inside for cooking and warmth, and holes in the roof let the smoke from the fires escape. As many as ten or twelve families could live in a longhouse, depending on the size of the house.

During the spring and summer, Chehalis would travel from their permanent village sites to temporary, waterproof structures constructed of cattail mats and fir or alder saplings. These temporary homes were used when the families moved to summer encampments for hunting and gathering seasonal foods such as roots and berries.

#### **What did foods are traditional to the Chehalis Tribes?**

Chehalis traditionally ate a variety of meat, berries, roots, fish, and shellfish. The list below is an example of the most common foods the Tribes harvested and ate. It is not a comprehensive list.

- Salmonberry Shrub: branches were peeled and eaten like carrots, salmonberry sprouts were called “bear candy” and eaten as snack.



- Strawberries, salmonberries, blackberries, huckleberries and raspberries were eaten fresh.
- Blue and red elderberries could be eaten fresh or steamed on rocks and stored in a container or cool water.
- Dried sturgeon, clams and sea oil were eaten and traded with other Tribes.
- Clams, flounders, oysters, salmon, shellfish and many other types of fish were common. The Tribes had a robust trade network with San Francisco, CA ports, oysters and clams being the most popular trade items. The Olympia oyster was eventually transplanted to the bays of San Francisco and is now grown there as well.
- Deer, elk and other animals
- Eels were caught by rubbing leaves of a resinous plant on the hands and then grabbing them from the water
- Camas – often laid on a fire and then covered with earth and ferns and left to steam for almost two days

### **How did the Tribes travel?**

Of course, walking is a common form of transport and was employed often. Chehalis Tribes also commonly used a type of canoe called a shovel-nosed canoe. This canoe was mostly used inland and was known for being tippy, it had a rounded prow and stern and sloped upwards towards a squared end. Larger, more stable canoes were used for the ocean, bays and sound.

Sometimes sails were attached to the larger canoes and these sails also doubled as tents during travel.

Upper Chehalis were known to have horses for use on the Upper Chehalis prairies. Our horse herds were not as large as the herds Tribes owned elsewhere but horses were a common form of transport. Horses were incorporated into the trade routes which moved in from other regions even before the Tribes encountered our first non-Native people.

### **Did the Chehalis Tribes ever sign a treaty?**

The Chehalis Tribes participated in a treaty council assembled on the banks of the Chehalis River near present-day Cosmopolis in February of 1855. The federal government was proposing to move the Chehalis Tribes to another reservation far north of their traditional villages and homeland. After three days of negotiations, the Tribe could not reach an agreement with the government negotiators and a treaty was never signed.

In July 1864 the United States secretary of the interior signed an executive order establishing the Confederated Tribes of the Chehalis Reservation near present-day Oakville. This is the reservation where our Tribe lives today. Located in Upper Chehalis territory, the reservation became home to many of the Tribes who comprise the Confederated Tribes of the Chehalis. Two more executive orders, one in 1886 and one in 1909, followed the original executive order. The Confederated Tribes of the Chehalis Reservation are what is known as an “executive order Tribe,” we are not a “treaty Tribe”.



## THE SHOALWATER BAY INDIAN TRIBE

### *Origins of Shoalwater Bay Indian Tribe*

“The Shoalwater Bay Indian Tribe of the Shoalwater Bay Indian Reservation is located just off the Willapa Bay in Tokeland, Washington. The reservation was first established by Presidential Executive Order on September 22, 1866. A 355-acre piece of land was set aside by President Johnson for “miscellaneous Indian purposes.”

Eleven years prior, the Shoalwater Bay chiefs in attendance at the Chehalis River Treaty Council of 1855 refused to sign the non-negotiable treaty offered by Governor Stevens. In effect, without signing anything, the Indians of the Shoalwater Bay retained a small land base to call home and to continue their ancestors’ traditions of hunting, fishing and shellfish harvesting off the land and waterways of the Bay.

In the 1960s, negotiations were held with the United States government to have the Shoalwater Bay Indian Tribe recognized. On March 10, 1971 this recognition came after the membership ratified and amended our constitution to secure the rights and powers inherent in our sovereign status and guaranteed to us by the laws of the United States, develop and protect the Shoalwater Bay Indian Reservation, and all other Tribal resources, preserve peace and order in our community, promote the general welfare of our people and our descendants, protect the rights of the Tribe and of its members, and preserve our land base, culture and identity, to establish our Constitution.”

### *Culture*

“Native people have lived on the Willapa Bay for over 2000 years. Early settlers depicted the bay as an Eden for the Indians living here. The term Shoalwater Bay Indians is used to refer to those of Lower Chehalis and Lower Chinook descent and other Indians whose primary home was and is the bay. At the time, the bay was known as Shoalwater Bay and it was named by Englishman John Meares in 1792. The name was later changed to Willapa Bay. Shoalwater Bay is the most accurate name for the bay because half of the bay’s area becomes tide flats at low tide.

The Shoalwater Bay Indians of old were expert canoers and moved with the tides, currents and winds in their travels about the bay and beyond to visit, trade or obtain food. If the Shoalwaters weren’t in the water or being rained on, the chances were good that they were on the water in one of several different types of canoes. As you can see, the old Shoalwater world was, in a fundamental sense, very different from that which we know today. Yet, it is the same place too, and for all of us to cherish and protect. When the bounty of the ocean is at hand, why move inland?

The Shoalwaters are still on the bay and not only surviving but growing and working hard to retain and teach traditions of a sacred heritage. Changes to our world are coming and future years will see a renaissance of Shoalwater ways, with economic independence and initiative.”

### *Land*

“In the days before European settlement, the shores of Shoalwater Bay were a mix of a bountiful natural environment and many native villages. The north end of the bay around the present day reservation was populated predominantly by Lower Chehalis



speaking peoples. The Southern end of the bay, near present day Bay Center and southward was inhabited by Willapa Chinook peoples. The original territory of the Shoalwater Bay peoples was a vast network of waterways along the coast. For the Lower Chehalis Shoalwater's village of nAN'svAC (today's reservation) was the southern tip of the territory. From there it extended northward to Cfxl'fs the lower Chehalis word for Westport, meaning "place of sand". Early explorers pronounced the word "Chehalis" and gave this name to the river and the people living up river who later became the Chehalis Tribe. From Westport the territory went east up the Chehalis river to present day Satsop, Washington.

Today the people of the Shoalwater Bay no longer freely roam the Chehalis and Columbia Rivers. Our territory has shrunk to the present day reservation and a handful of nearby properties purchased by the tribe. However, our people still have deep connection to our ancestral homelands and many of our tribal members are living within those ancestral lands from Ilwaco to Aberdeen and everywhere in between."

To learn more about these tribes, please visit their websites below.

Chinook Indian Nation

<https://chinooknation.org/>

The Cowlitz Indian Nation

<https://www.cowlitz.org/>

The Confederated Tribes of the Chehalis Reservation

<https://www.chehalis tribe.org/>

The Confederated Tribes of Grande Ronde Community of Oregon

<https://www.grandronde.org/>

The Quinault Indian Nation

<https://www.quinaultindiannation.com/>



*Metal Marcy & Hawkeye photo station - Washaway Beach, Grayland. Image © Natalie Jensen / Grays Harbor Council of Governments*

## Current Byway Corridor Conditions

### INSTITUTION OF GOVERNMENTS

The Bay-2-Bay Scenic Byway falls within the State of Washington's coastal counties of Grays Harbor County and Pacific County. In fact, the coast played, if not, the most important role in the formation of the states of Washington and Oregon.

The Washington Coast was originally part of the Oregon Country, which was administratively shared between the United States and British North America until the signing of the Oregon Treaty in 1846, which ceded it to the United States. The Provisional Government of Oregon, a popularly elected settler government formed in





the Oregon Country (1818-1846), created Vancouver County in December 1845, later renamed Lewis County. Its borders were vast and encompassed territory north of the Columbia and west of the Cascades. The area around Grays Harbor remained part of Lewis County as it was transferred into the reorganized Oregon Territory in 1848 and later Washington Territory, created in 1853. On February 4, 1851, a portion of Lewis County was partitioned off to become Pacific County. The Washington Territorial Legislature created Chehalis County from portions of surrounding counties on April 14, 1854. On March 15, 1915, the name was changed to Grays Harbor County.

Pacific County, named after the peaceful Pacific Ocean, currently has a population of roughly 24,000. Its county seat is South Bend, and the largest city is Raymond. The Census-designated place of Tokeland is a popular tourist area of the County. The Bay-2-Bay Byway crosses the Pacific County communities of Raymond, Tokeland, Dexter by the Sea, and North Cove.

Grays Harbor County, named for maritime fur trader Robert Gray, has a larger population of 77,300. The county seat is Montesano, while the largest city is Aberdeen. Other important communities include Westport, Cosmopolis, and Hoquiam. Here, the Bay-2-Bay crosses into the Grays Harbor County communities of Grayland, Cohasset Beach, Westport, Ocosta, Markham, and Aberdeen.

## Existing Conditions

The Bay-2-Bay Scenic Byway follows a section of low forested hills extending to the Pacific Ocean. The region is surrounded by the constant flow of river and ocean currents – forming eddies that drop sand and silt, or flow in a slow but inexorable process that reshapes the landscape at the waters' edge. It is a region where river flows are confused and reversed by tidal changes, Pacific currents are hidden beneath swells and breaking waves, and rivers and ocean merge in estuarine bays. There is a slow and constant tug-of-war between two of the regions' great rivers, the Willapa and Chehalis, and the currents of the Pacific Ocean.

While some areas of the Pacific Coast have well-defined edges between rocky shores and the sea, the lines between land and water are blurred in the SR 105 Region. Forested watersheds collect the coastal rains, feeding them into streams and wetlands. The beach strand



*This is a scarce and unusual map of the northwestern part of the United States issued by J. H. Colton in the 1866 edition of his important General Atlas.*

dissolves into primordial swamp behind the dune lines as hidden ground water flows to the surface, supporting first, native cranberry and cedar swamp and now, cultivated cranberry fields.

The Willapa and Chehalis Rivers feed into two of the largest estuarine bays on the west coast: Willapa Bay, shallow and complex as the river channel winds its way to the ocean mouth, and Grays Harbor, broad and deep with its complexity held nearer to shore.

Broad flat beaches on the coast and tidal flats along the bay shores follow the edges of the Bay-2-Bay, SR 105 region. Changes in tides bring on dramatic transformations of the landscape, making the region seem an entirely different place between the tidal extremes. The intertidal zones of both the Pacific shoreline and the estuaries are some of the Northwest's richest life zones, supporting diverse ecosystems and contributing resources that have been vital to the region's cultural and economic development. These are the places for clams and oysters, shorebird feeding, and habitat for young salmon and great blue heron.

Roosevelt Elk and salmon both make a connection between the land and water—the elk migrating to the lowlands and estuarine marshes in search of winter food, the salmon following their migration from stream to estuary to ocean and then back for spawning.

Willapa Bay is the healthiest large estuary on the west coast. It is also a place of remarkable beauty, where shallow water slowly rises and recedes over mud flats in a constant interfingering of land and reflected sky. Along the region's north leg, the Elk River flows into the most ecologically intact estuary in the Pacific Northwest as it reaches Grays Harbor. The deeper shipping channels of Grays Harbor are bordered by wetland margins and the remnants of native salmon weirs, a reminder of the flow of fish that once was as pronounced as the ocean currents.

*Redman Slough, Bottle Beach State Park and Interpretive Trail. Image © Natalie Jensen / Grays Harbor Council of Governments*





## AREA 1: Aberdeen, Markham, & Ocosta

Located in Grays Harbor County on the southern edge of the Olympic Peninsula at the convergence of the Wishkah and Chehalis Rivers. This area is the start of the SR 105 corridor emphasizing tourism and designating Aberdeen as the largest retail center on the Washington Coast. Markham and Ocosta are located halfway between Aberdeen and Westport, along the south coast of the bay and are unincorporated areas of Aberdeen.



*Captain Robert Gray, (1755-1806)*



*Samuel Benn at 91 years old, founder of Aberdeen, WA.*

### GEOGRAPHY

Aberdeen is located at the confluence of the Chehalis and Wishkah rivers at the head of Grays Harbor, at the southern end of the Olympic Peninsula. When the Ice Ages came to an end some 14,000 years ago, the Chehalis River assumed their present courses and levels. It is thought that, during glacial periods of the Quaternary, the Chehalis River was a major oasis for aquatic species, as was the west coast from the Olympic Peninsula southward for plants that later formed the northern part of the Pacific temperate rainforest in formerly glaciated areas. Aberdeen is called the "Gateway to the Olympic Peninsula," because of its proximity to the southern end of the peninsula and to Olympic National Park.

### EARLY SETTLEMENT AND GROWTH

The Native Tribes first came into contact with European explorers in the late 18th century. Fur trader Robert Gray and company sailed into Grays Harbor on May 7, 1792. Gray commanded the ships *Lady Washington* and later the *Columbia Rediviva* on fur-trading voyages for a group of Boston merchants. He and his crew are the first non-natives to enter Grays Harbor. Originally named Bullfinch Harbor, it was later renamed after Gray. It was at this harbor that the first permanent white newcomers began to settle in the area in the 1840's. Non-indigenous settlers came to the area in response to federal incentives in the form of government granted homesteads and in hopes of extracting the area's natural resources. Aberdeen, situated on the Chehalis River at the mouth of Grays Harbor, soon became the prime commercial hub in the area.

New York native Samuel Benn, often called "The Father of Aberdeen," established a homestead on the Chehalis River in 1859 and officially



platted the town site in 1884. A civic-minded entrepreneur, Benn donated land for public buildings and parks, constructed the city's first wharf and hotel, and tirelessly promoted Aberdeen as the commercial heart of Grays Harbor. His vision and persistence helped transform a riverside settlement into a thriving port town that would anchor the region's early economic growth. This port became the largest city in Grays Harbor competing with the nearby communities of Hoquiam and Cosmopolis. However, Hoquiam, its neighbor to the west, and Cosmopolis, its neighbor to the south, were outpacing Aberdeen in commercial activity and manufacturing output.

Marked by its location on Grays Harbor and its role as a major logging and fishing hub, Aberdeen's early development was heavily influenced by the logging industry, becoming the "lumber capital of the world". The first logging operation in the area was actually founded in nearby Hoquiam in 1872 and the Northwestern Mill soon followed. In 1882, the Simpson mill was producing its first lumber products in Hoquiam. Later, in 1886 the Simpson mill merged with Miller Brothers mill and was renamed the Northwest Lumber Company and subsequently renamed the Simpson Lumber Company. Aberdeen's first sawmill was built by A.J. West in 1894. Aberdeen and its neighbors later vied to be the terminus for Northern Pacific Railroad, but instead the railroad headed west to Ocosta. An extension of the railroad from Aberdeen to Hoquiam, beginning in 1898, contributed to the continued importance of logging and lumber. In 1927, a pulp mill was established under the name of Grays Harbor Pulp Company and later renamed Grays Harbor Pulp & Paper Company when a paper mill was built. Ultimately, the company merged with



*Clam and salmon cannery of the Ellmore Packing Co., Aberdeen, Washington, 1915.*



*Sierra Pacific's large industrial sawmill and lumberyard in Aberdeen, WA along the Chehalis River.*

Rayonier Incorporated when it began to produce rayon from wood pulp. Timber, fishing and seafood, and shipbuilding all played a part in Aberdeen's industrious history.

By 1900, Aberdeen had become home to saloons and gambling halls. It was nicknamed "The Port of Missing Men" due to its high murder rate. Aberdeen experienced the closing of 28 major sawmills during the Great Depression. By the 1970s, the area had been logged and the remaining mills ceased operations the next decade. By the 1990s, the industry was crippled due to resource reduction.

## DIVERSIFYING AN OLD LUMBER TOWN, ABERDEEN WASHINGTON

Today, Aberdeen is diversifying its economy, but the fishing and tourism industries are a large sector. Aberdeen is also a regional service center for much of the Olympic Peninsula. The Port of Grays Harbor is the largest coastal shipping port in the Pacific Northwest and is a global gateway for the shipment of a wide array of goods.

In the 1980s, hardscrabble sensibility overtook the alternative rock genre scene in the Pacific Northwest called grunge. The early grunge movement revolved around Seattle's independent record labels and the region's underground music scene, with local bands playing key roles in its development. The most renowned Aberdeen-based band was Nirvana, fronted by Kurt Cobain. Other bands with local ties include the Melvins and Mudhoney. The area is now a mecca to the many fans who come to honor and remember Aberdeen native Kurt Cobain.



*D&R Theater in Aberdeen, WA. Image © Natalie Jensen*

Several historic landmarks exist in Aberdeen including a walking tour of the homes on the Broadway Hill area and structures such as the D&R Theater, Hotel Morck, Hulbert House (aka. Aberdeen Mansion), and the historic motor ship Sierra, now embedded in the muddy banks of the Chehalis river.

## OCOSTA & MARKHAM

Ocosta, located midway between Aberdeen and Westport, was founded as a railroad terminus project by the Northern Pacific Railway in the early 1890s, but the plan failed due to its unsuitable shallow harbor and the financial panic of 1893, leading to its decline and the railroad's decision to connect with Aberdeen instead. One thousand acres were platted as the original townsite for Ocosta with only a mile being coastal property with Redman Slough intersecting the area. During its height, Ocosta boasted three factories, the Ocosta Tub Works, Ocosta Roller Mill, and Ocosta Lumber Co.'s Saw and Planing Mill.



Today, Ocosta is a small community with few remaining structures, such as the Ocosta Grange and a Queen Anne-style farmhouse. A pioneer cemetery is also located nearby, established in the 1800s and accessible by the north side of Johns River (between Ocosta and Markham), the cemetery is no longer tended and a bit overgrown, however several headstones are still visible. The parking area requires a Washington state parks Discovery Pass.

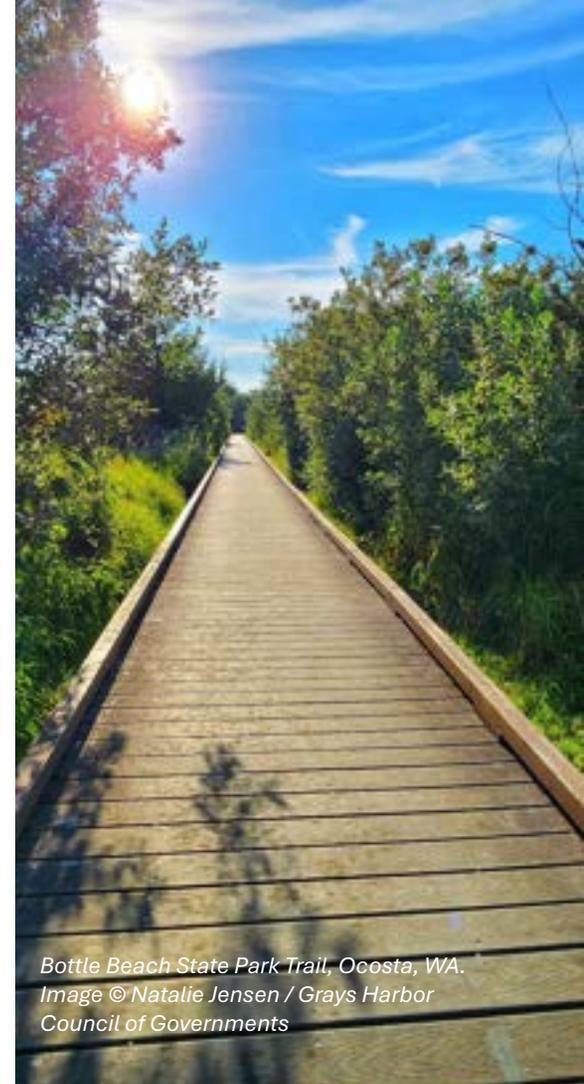
Markham, named after pioneer dairyman Simon Sterling Markham, developed into an agricultural community and is now known for the oyster and cranberry industries, including the Ocean Spray cannery and Brady Oyster farm. In the early 1900s, the original town of Markham had two cedar shingle mills. Today, Markham and Ocosta are small unincorporated, census-designated places, considered part of Aberdeen for addressing purposes.

### TODAY’S CHARACTERISTICS

Today, Aberdeen is recovering from the economic impact of bygone industries by crafting a vibrant tourism economy and a renewed community identity rooted in both heritage and creativity. Downtown Aberdeen is home to coffee shops, breweries, art galleries, and live music venues that celebrate the city’s creative spirit while welcoming visitors traveling the coastal corridor. Ongoing revitalization projects, such as riverfront improvements, murals, and community festivals, reflect a renewed focus on local arts, maritime history, and outdoor recreation. Visitors can take a self-guided tour of the “Walk of Stars” embedded in the downtown sidewalks commemorating Aberdeen’s most notable residents.

Aberdeen’s population as of the 2020 census was 17,000. As home to the Port of Grays Harbor, the city remains an essential hub for shipping, seafood, and coastal commerce while fostering new opportunities in tourism and small business development. The city’s connection to music history continues to attract visitors from across the world who come to explore the birthplace of the grunge movement.

As home to the Port of Grays Harbor, the city remains an essential hub for shipping, seafood, and coastal commerce—with a record-setting cargo volume of 3.8 million metric tons handled in 2024 through its four deep-water terminals. Combined with the surrounding forests, waterways, and bay views, the city now blends its working waterfront legacy with a growing reputation as a cultural and recreational gateway to Washington’s coast and anchors the start of the SR 105 corridor as the “Gateway to the Olympic Peninsula.”



*Bottle Beach State Park Trail, Ocosta, WA.  
Image © Natalie Jensen / Grays Harbor  
Council of Governments*



*Aberdeen’s Walk of Stars Image © Natalie Jensen*



## AREA 2: Westport

Located at the mouth of Grays Harbor on the southernmost peninsula known as Point Chehalis. The area was in regular use as a summer resort by local Native American tribes before Thomas Barker Speake and his family, the first white settlers, arrived early in the summer of 1857.

By 1914, Westport was a busy, though small center for fishing, shellfish harvesting, seafood processing and tourism. Among the earliest structures built at Westport, the Westport Lighthouse, dedicated on April 14, 1898, still stands as a majestic beacon for weary mariners anxious to return home from the sea. The City of Westport was incorporated on June 26, 1914.

<https://www.ci.westport.wa.us/>

Westport, WA. Photo courtesy Experience Westport



## GEOGRAPHY

On a peninsula located on the south side of, and directly adjacent to the mouth of Grays Harbor, Native Americans used the area as a summer resort where they fished and hunted and thrived for millennia. Located at the mouth of Grays Harbor on the southernmost peninsula known as Point Chehalis.

Headquarters for a fishing and crabbing fleet it is popular with sports fishermen and surfers. The name is descriptive of the town's location. The site of Westport was named Peterson's Point for Glenn Peterson, first settler in 1858, but with the growth of the settlement the name was changed to Westport. Westport's jetty serves as a seasonal playland. Its broad beaches attract visitors and, with easy access to the Pacific, the snug marina abounds with charter fishing boats.

## EARLY SETTLEMENT AND GROWTH

The Chehalis Tribal peoples were the initial inhabitants of the area. When non-natives first arrived in the Pacific Northwest, they explored the more easily accessible coastal areas. The mouth of Grays Harbor on the southernmost peninsula known as Point Chehalis is exactly where Thomas Barker Speake and his family settled in 1857. Westport was a resort before it became the modern resort town it is now since it was the summer leisure destination of the local natives.

The formation of the national Life-Saving Service in 1871 marked the beginning of several stations being built along the coast. In 1897 the first station was created in the area that would later become Westport.

The symbol of Westport and one of the earliest structures to be built was the majestic Grays Harbor Lighthouse, dedicated on



April 14, 1898. Often referred to as the “Westport Lighthouse,” it was originally built 400 feet from the water, but by the 1960s, the shifting sands had increased the beach to more than 3,000 feet from the water’s edge. Now automated, the structure was placed on the National Register of Historic Places in 1977.

By the 1900s Westport became a busy buzzy center for the fishing industry and tourism. Commercialized fishing, shellfish harvesting, and seafood processing all helped grow the burgeoning community. On June 26, 1914, the City of Westport was officially incorporated and Lloyd Cook was voted the first mayor with some later scandal of not residing within city limits.

During the 1920s, Westport was reported to be the center for whaling, with 54 whales caught by the fleet in only two months. Shifting to commercial tuna, salmon, halibut and other ocean fishing, canning and fish packing plants became big business for Westport.

Despite a population of only 2,200, Westport continues to thrive on a doubling of population numbers in the summer months. The community still relies on fishing, shellfish harvesting, seafood processing, and tourism for much of its livelihood. More recently, boat and ship building has also become an important part of Westport's economic base.

### TODAY’S CHARACTERISTICS

Westport today is a popular destination for all, drawing thousands of visitors each year to experience Washington’s working coast. Several small seaside communities like Cohasset Beach, Grayland, and North Cove cater to unique visitor needs, offering everything from cozy cottages to beachfront camping and RV sites. Beachside resorts and vacation rentals dot the corridor and provide places to stop, shop, explore, eat, and unwind. Having a beach at your door may be key, but a lighthouse, marina, and fishing fleet certainly set this community apart.



*Grays Harbor Lighthouse from a beach, Westport, 1910.*



*U.S. Lifesaving Station exterior with uniformed personnel – circa 1910 ©Anderson & Middleton Company*



*Westport Salmon Derby, July 1954, Copyright ©Anderson & Middleton Company*



*Stacking crab pots on the docks in Westport. ©Anderson & Middleton Company*

The economy of the Westport area has warmly embraced its early industries—fishing, aquaculture, boatbuilding, and tourism—while expanding into coastal recreation, local art, and hospitality. Westport is homeport to hundreds of vessels and is the heart of Washington’s Coastal seafood industry. Westport is number one in the state and 13<sup>th</sup> in the nation for seafood landed with 100+ million pounds of seafood crossing the docks. Surfing and beachcombing culture thrive here as well, with the Clean Water Classic and Westport Art Festival drawing visitors from across the Pacific Northwest.

Just south, Grayland, an unincorporated community of roughly 1,200 residents, offers a quieter coastal experience. Known for its cranberry bogs, windswept dunes, and expansive beaches, Grayland is home to the Grayland Beach State Park, which features over 7,400 feet of ocean shoreline and more than 100 campsites. Each fall, the Cranberry Harvest Festival celebrates one of Washington’s most distinctive agricultural crops, connecting visitors to the area’s farming traditions.

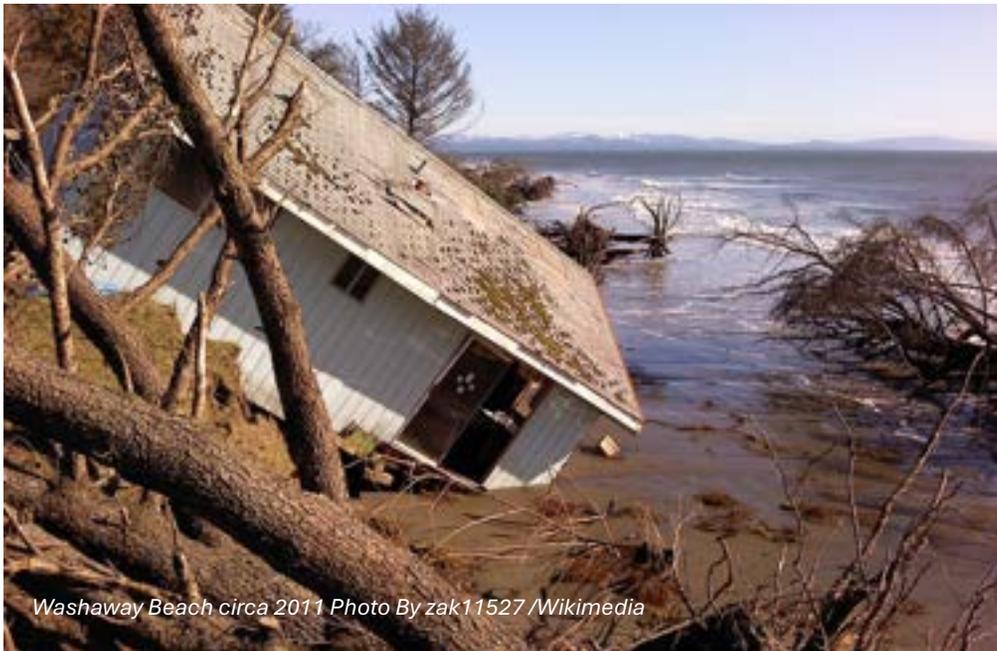
Together, Westport and Grayland represent the living heritage of Washington’s coast—communities that have weathered shifting tides in economy and culture while maintaining their maritime identity. Their shared connection to the sea, hospitality, and natural beauty continues to define this stretch of the Bay-2-Bay Scenic Byway, where each bend in the road offers a reminder that the Washington Coast is as hardworking as it is breathtaking.



## AREA 3: Shoalwater & Tokeland

The southwest coastal corner of present-day Washington State has been populated by indigenous peoples for thousands of years. These Chinook Indians were a Salishan tribe occupying all present Pacific County except the Upper Willapa Valley.

The Lower Chinook Indians remained for a long time the unchallenged masters of these lands with more than forty Chinook settlements existing in Pacific County at the beginning of the nineteenth century. Today's Shoalwater Indian Reservation in Tokeland on Willapa Bay was also a village site. The Shoalwaters are descendants of the Willapa Chinook, Lower Chehalis, and the Northern Athabaskan speaking Willapa (Kwalhioqua). Source: [Pacific County Comprehensive Plan](#)



Washaway Beach circa 2011 Photo By zak11527 /Wikimedia

## GEOGRAPHY

Tokeland is a bay community on Toke Point peninsula located south of the junction of SR 105 and the Tokeland Road. The Tokeland community and nearby communities on the Washington coast are susceptible to tsunamis induced by earthquakes along the Cascadia Subduction Zone. In the days before European settlement, the shores of Shoalwater Bay were a mix of a bountiful natural environment and many native villages.

Today the north cove suffers from extreme coastal erosion, with the ocean claiming dozens of structure over the last 100 years and remaining a substantial threat. Efforts to stabilize the shoreline continue today, employing the use of natural materials to slow the wave energy. The area has been nicknamed "Washaway Beach" and has been labeled the fastest eroding shoreline on the West Coast, with up to 100 feet per year being lost.



Clam diggers in Tokeland. Image courtesy Tokeland Chamber of Commerce.



## EARLY SETTLEMENT AND GROWTH

Tokeland is a census-designated place (CDP) with a steady population of around 150. The community was named after Chief Toke, a chief of the Shoalwater Bay Tribe. Of Chinook and Chehalis descent, he lived with his wife and extended family at Willapa Bay, spending winters near present-day Bay Center and summers in the vicinity of present-day Tokeland. English navigator and explorer John Meares encountered Chief Toke after he approached Meares' ship in his canoe at the mouth of Willapa Bay in 1788.

In 1854, J. F. Barrows settled on Toke Point, but left a few years later. No other known settlers appeared in the area until the arrival of George Brown in 1858. In 1885, Brown's daughter Lizzie, and her husband, William Kindred, built a home that became the Kindred Inn, and eventually as the Tokeland Hotel. When the town's first post office was established in 1894, the Kindreds operated it, and continued doing so for 17 years. Lizzie Kindred was also partial owner of the Tokeland Oyster Company when it opened years later.

The Shoalwater Bay Indian Tribe is a federally recognized Native American tribe descended from the Lower Chehalis and the Willapa (Shoalwater) Chinook peoples, for more information visit the Tribal Nations section.

Similarly to other towns on the north side of Willapa Bay, coastal erosion became a serious concern for Tokeland. This, combined with the overall economic pressure affecting the nation during The Great Depression, caused a decline in the area's tourism industry in the 1930s and 1940s.



*Chinook woman with staff and clam basket makes her way slowly over the mud flats of the southern end of Shoalwater bay, in Washington*



*Shoalwater Bay circa 1900.*

The area's economy received a small boost starting in the 1950s, as recreational boating and fishing, combined with a surge in once-dwindling oyster harvests, rekindled many businesses. This led to the Port of Willapa Harbor making many improvements to Tokeland, including the 1974 addition of a new jetty, moorage, boat ramp, timber seawall, and fish buying station.

## **TODAY'S CHARACTERISTICS**

While much of the present economy in the Tokeland area is generated from tourism, hospitality, and recreational activities, the long-term coastal-based economy will continue to help stabilize the region. In the 21st century, gaming also began catering to visitors in the area and other nearby regions.

The area has slowly become a draw for artists and would be artists. The North Cove studio art tours and frequent art gatherings have grown throughout the years. Tokeland is home to the Tokeland Hotel, recognized as the oldest such venue in the state. Built in 1899 as an addition to an existing farmhouse, the hotel began as the Kindred Inn and was added to the National Register of Historic Places in 1978. The Willapa Bay Boathouse is also listed on the National Register.



## AREA 4: Raymond

A quaint little town located off State Route 101 and State Route 6 in North Pacific County, Washington. With a population of over 3,000 residents, Raymond is surrounded by timber, beautiful waterways, easy access to the great outdoors, and an abundance of wildlife. From Willapa Hills to Willapa Bay, there is lots to see, do and explore.

### GEOGRAPHY

Raymond is a small city bordering Willapa Bay located in Pacific County, Washington. State Route 105 travels west from the city of Raymond on the north side of Willapa Bay and serves the communities of Tokeland, North Cove, and Grayland before leaving the County and heading north into Grays Harbor County. Surrounded by old growth forests and the Willapa River running through it, the town was built on stilts over the tidelands and sloughs with wooden sidewalks. The City of Raymond was established as a lumber sawmill town at the mouth of the Willapa river, a lively and independent little town on the river's estuary. In the early years, Raymond's business section was built on stilts five or six feet above the tidelands and sloughs that crisscrossed the site, and elevated sidewalks and streets connected most of the buildings.



*Industrial Port Area, Raymond, WA*



*Port of Willapa Harbor dock, Raymond, WA circa 1920*

## EARLY SETTLEMENT AND GROWTH

A group of residents along the Willapa River junction, some with Homestead Act claims and others who had bought land at low prices, formed the Raymond Land and Development Company in 1903. Incorporators of the land company included Leslie (1874-1961) (often referred to as L. V.) and Stella (1875-1960) Raymond, who had a farm in the area. L. V. and Stella married and moved to the farm in 1899, and Raymond became the name of the town that grew up on and around their land. L. V. served as the town's first postmaster, first Northern Pacific Railway agent, and developed a water system for the town. Raymond was incorporated on August 6, 1907.

Alexander C. Little (1860-1932) was also a partner in the land company. According to Pacific County historian Douglas Allen, "Raymond was named for L. V. but from the beginning A.C. Little formed the character of the town". Little contributed two key elements to the town's success. First, he recommended that the land company offer

free riverfront lots to mills, thereby ensuring an economic foundation for the town. Second, Little brought Harry C. Heermans (1852-1943) into the partnership. Heermans's engineering background helped solve issues associated with building a town on a river. The sloughs that laced the land rose and fell with the tides, but uphill development would have taken mills too far from the riverfront. On April 16, 1904, the Raymond Land Company filed a plat for the town of Raymond. The business district consisted of a store, a saloon, and a mess house that served mill workers. To allow people to cross the water-sodden landscape, the town constructed 2,900 feet of elevated wooden sidewalks. These sidewalks ran down either side of what would become 1st Street, which was really an open space onto which the buildings were fronted.

Because of its convenient location as well as the growth of Washington State, the town prospered, and its population ballooned to 6,000 in the year 1913. It had a reputation as a wild and wooly lumber mill town. Originally known as an old lumber mill town with a few farms throughout, Raymond was bustling with mills constantly running, freshly cut logs filling trains coming in, and ships being loaded with lumber. City fathers resisted the unwanted reputation with promotions of Raymond as "The Empire City of Willapa Harbor" and "The City That Does Things."

The mills began prospering in Raymond. In 1912 there were 14 mills in operation. They used an average of 50 railroad cars full of logs from logging camps in the surrounding mills. The mills produced an average of 20 railroad cars a day of lumber and other forest products. In 1928 residents of Raymond joined with South Bend to form the Port of Willapa Harbor, a public port district. The Port built a public dock on land



*Smith Creek, Raymond, WA*

between Raymond and South Bend that allowed smaller sawmills access to the river. This facilitated the transport of logs, which could be floated down the river from logging camps in the Willapa Hills, and the shipping of finished lumber.

During the 1930s Weyerhaeuser Timber Company's stockholders approved a merger consolidating Weyerhaeuser's Pacific County timber holdings with the Raymond Lumber Company, the Lewis Mills and Timber Company and the Willapa Lumber Company. Weyerhaeuser's actions stemmed from a business shift, transitioning from strictly timber holdings to mill operations. The company's move proved vital to Raymond's survival as other businesses continued to close their doors during the Depression.

Ultimately, economic forces battered the lumber industry and in the late 1980s the local environment could no longer support the intense logging of the previous century. Historical overharvest and increased environmental regulations reduced the acreage of public forestland open to logging. Communities in Pacific County had to adjust to reduced logging and fewer jobs at the area's sawmills. The effects of the environmental regulations were compounded by plant modernization, which also led to fewer jobs in the mills. Many smaller mills could not compete with the larger companies' more efficient mills, and a number went out of business.

## **TODAY'S CHARACTERISTICS**

Today, Raymond has transformed from its rough-and-tumble mill town beginnings into a quiet, welcoming community that celebrates both its industrial heritage and its natural surroundings. The downtown retains its early-20th-century charm, while new energy has emerged



through tourism, outdoor recreation, and the arts. The city's most notable feature, the *Raymond Wildlife Heritage Sculpture Corridor*, stretches along State Route 101 and 6, featuring more than two hundred metal sculptures honoring the area's logging, fishing, and wildlife roots.

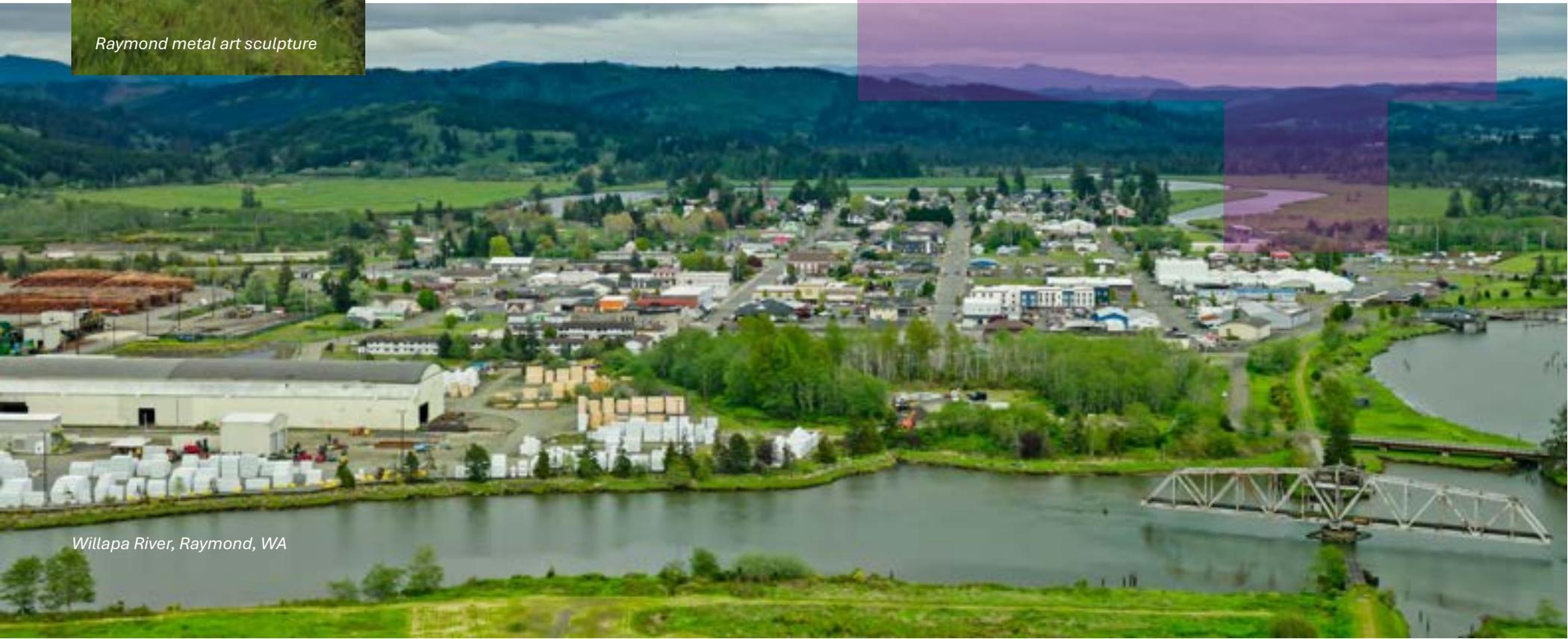


Raymond metal art sculpture

Raymond continues to serve as a gateway to the Willapa Hills and Willapa Bay, offering access to forested ridges, tidal estuaries, and scenic waterways that attract birders, kayakers, and cyclists alike. The *Northwest Carriage Museum* showcases one of the nation's finest collections of horse-drawn vehicles, while the *Willapa Seaport Museum* highlights the region's maritime history. A restored riverfront and expanding trail connections tie the city more closely to its natural environment and to the larger SR 105 corridor.

Economically, Raymond remains tied to timber processing, aquaculture, and maritime shipping through the Port of Willapa Harbor, but is steadily diversifying through tourism, small business, and community events that emphasize local history and outdoor adventure. With a population of just over 3,000, Raymond blends small-town friendliness with a growing appreciation for the arts, heritage, and natural beauty that define North Pacific County.

Willapa River, Raymond, WA



# Transportation System Assessment





# Introduction

This chapter describes the transportation system of the Bay-2-Bay Scenic Byway including management policies and practices by the Washington State Department of Transportation (WSDOT). Existing conditions for each highway route in the four areas are addressed in this chapter, as well as opportunities for enhancing the multi-modal traveler experience, including promotion of side tour routes and improving conditions for bicycling throughout the Byway.

# State Highway Management

Bay-2-Bay Scenic Byway Bay-2-Bay Scenic Byway route is a state highway, managed according to applicable standards, best practices, and policies by WSDOT. The entire journey around the Bay-2-Bay Scenic Byway allows for safe and enjoyable travel for all types of vehicles (including larger recreational vehicles). WSDOT is responsible for over 7,000 miles of highway in Washington state, and the Bay-2-Bay Scenic Byway, at 50 miles, makes up less than 1 percent of the total system. The highway routes in each Bay-2-Bay Scenic Byway region are listed below.

### Area 1

State Route (SR) 105 from the US 101 Aberdeen junction to the SR 105 spur at Westport.

### Area 2

SR 105, also known as the Cranberry Coast, from Westport to Tokeland.

### Area 3

SR 105 Shoalwater Bay and Tokeland.

### Area 4

SR 105 to US 101 junction at Raymond.





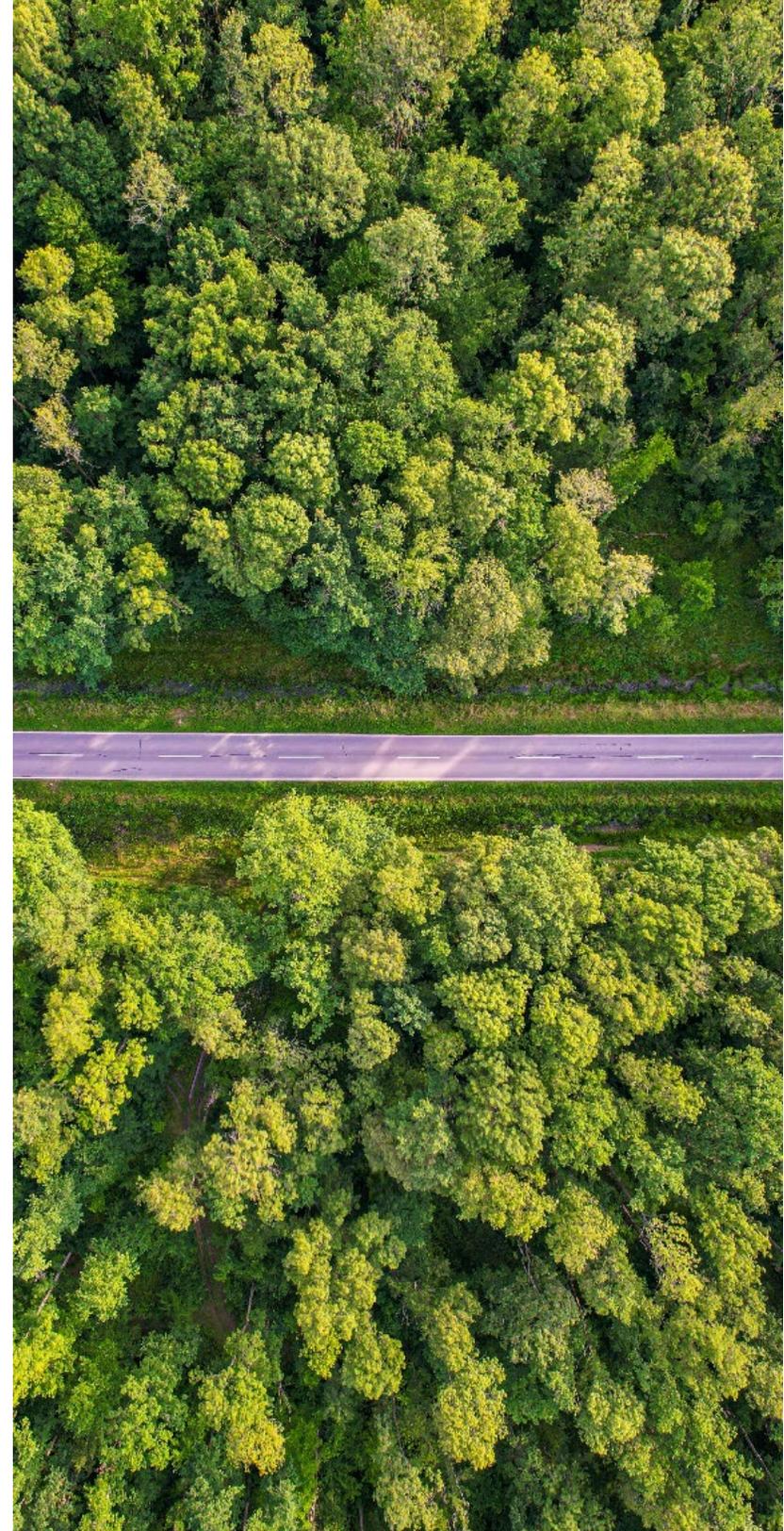
# Highway Characteristics and Conditions

SR 105 is a 49-mile coastal route running from the junction with US Route 101 in Raymond to the junction with US 101 in south Aberdeen, tracing a roughly “C” shape. It includes two spur routes: the four-mile Westport Spur, serving the city of Westport at the mouth of Grays Harbor, and the short Boone Spur connector in Aberdeen. The highway skirts or crosses several notable waterbodies, including the Pacific Ocean, Willapa Bay, South Bay in Grays Harbor, and the Chehalis, Johns, Elk, North, and Willapa rivers. Adequately funding statewide operations and capital improvements are key components of accessing intrinsic qualities of the SR 105 corridor.

**NUMBER OF TRAVEL LANES**—For most of its length, SR 105 carries one lane of traffic in each direction, with additional turning lanes at several intersections between Westport and Aberdeen. However, in its northernmost mile, where it passes through South Aberdeen, the highway widens to two lanes in each direction, along with turn lanes.

**TRAFFIC VOLUMES**—Traffic volumes are measured annually by WSDOT and expressed as average annual daily traffic (AADT). AADT represents the average traffic volume for a typical day of the year, encompassing both directions of travel. In 2023, the highway's AADT ranged from a low of 1,100 vehicles near Tokeland to a high of 17,000 in southern Aberdeen. The less developed stretch between Grayland and Raymond consistently recorded the lowest volumes, with fewer than 3,000 daily vehicles. Traffic on the Westport Spur ranged from approximately 1,000 to 5,000 vehicles, while the Boone Spur carried fewer than 1,800 vehicles per day.

**ROADSIDE CLASSIFICATION**—WSDOT has established a Roadside Classification Plan to guide the management of state highway roadsides. This plan outlines guidelines for roadside restoration, planning, management, and construction activities. The roadside classifications include Forest, Open, Rural, Semi-Urban, and Urban.





The roadside classification for SR 105 is Semi-Urban in Raymond, Grayland, and Aberdeen. Between these communities, the highway transitions to Rural or Forest classifications. Both Westport and Boone Spurs are also designated as Semi-Urban.

**ACCESS MANAGEMENT**—WSDOT applies access management across all state highways to regulate access to and from properties along these routes. This approach enhances mobility, safety, capacity, and overall highway functionality. Highways are classified as either Limited Access or Managed Access. Limited Access highways offer minimal or no access to adjacent properties, while Managed Access highways allow varying levels of access, ranging from Class 1 (most restrictive) to Class 5 (least restrictive).

SR 105 is primarily classified as Managed Access, Classes 2 through 4. Highways of these classifications typically require access points to be spaced at least 250 to 660 feet apart, and properties are usually limited to a single access point. In the areas around the Elk River Bridge and O'Leary Creek, the highway is designated as Partial Control Limited Access.

**TSUNAMI EVACUATION ROUTE**—SR 105 serves as a designated tsunami evacuation route for South Aberdeen, Ocosta, Westport, Grayland, North Cove, the Tokeland Peninsula, and the Shoalwater Bay Reservation.



O'Leary Creek, Markham, WA



Tsunami Hazard Zone and Evacuation Route signs typically found along the SR 105 highway.

# WSDOT Management and Washington’s Transportation Plan

WSDOT is the managing agency for state highway routes in Washington. The Bay-2-Bay Scenic Byway is a state highway under the jurisdiction of WSDOT.

WSDOT has extensive management policies and practices in place to ensure that the state highway system is maintained as a safe, effective, and functional network, while also enhancing quality of life and protecting the environment. The Bay-2-Bay Scenic Byway is located within the Olympic and Southwest WSDOT regions.

WSDOT manages the state system in accordance with the Washington Transportation Plan (WTP), a transportation policy plan for Washington State, which is the overall system plan for multi-modal transportation. Washington Transportation Plan Vision 2050 was adopted in 2025.

The WTP is based on six transportation policy goals established by the state legislature:

- **ECONOMIC VITALITY:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **PRESERVATION:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and service.
- **SAFETY:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **MOBILITY:** To improve the predictable movement of goods and people throughout Washington state.
- **ENVIRONMENT AND HEALTH:** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **STEWARDSHIP:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Other focus areas of WSDOT include practical design, performance and accountability, and sustainable transportation. WSDOT views sustainable transportation as a durable, adaptable, and integrated statewide transportation system that supports Washington’s economy, preserves the environment, and enhances communities. The WSDOT system is a strategically managed and operated system that meets society’s present needs without compromising the ability of future generations to meet their own needs.



# State Bicycle and Pedestrian Planning and Priorities

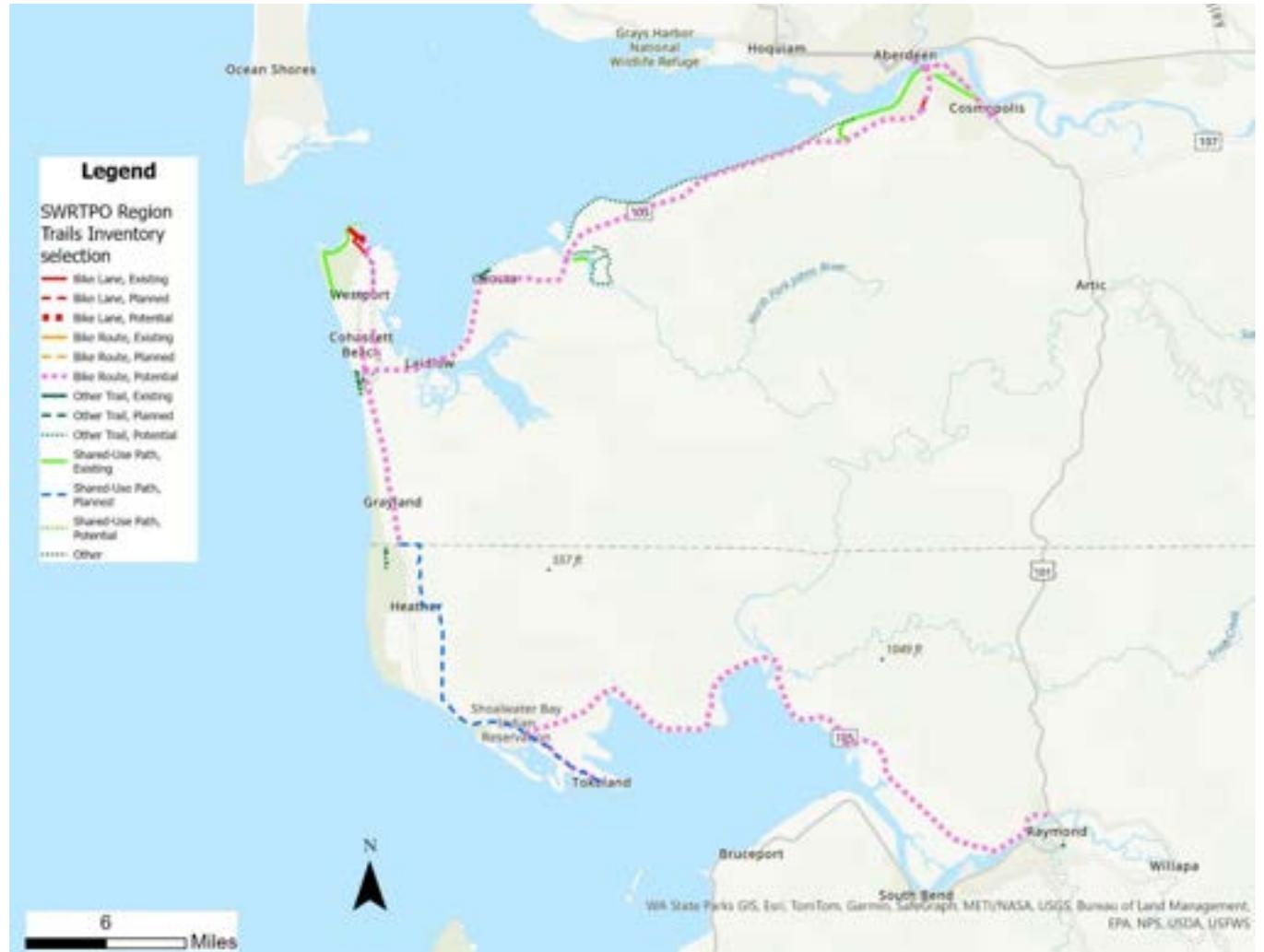
The Washington State Department of Transportation adopted the Active Transportation Plan 2020 and Beyond.

The Washington Transportation Plan (WTP) Vision 2050 is a policy plan for Washington state designed to provide guidance to develop a long-range, 20-year plan that supports the advancement of shared statewide priorities. State law outlines six required transportation policy goals:

- PRESERVATION
- SAFETY
- MOBILITY
- ENVIRONMENT
- ECONOMIC VITALITY
- STEWARDSHIP

## BICYCLING AROUND THE BAY-2-BAY SCENIC BYWAY

Consistent with these policies and its own objectives to provide a range of green travel options for visitors, the Bay-2-Bay Scenic Byway seeks to work with partners and WSDOT to develop a system of bicycling routes and trails around the entire Byway, which will be implemented over time. This system is envisioned as a series of bicycling shoulders of sufficient width, shared use paths within the right-of-way, and side trips on local roads and paths to serve bicyclists all around the scenic Byway. In many areas, bicycling facilities do not exist, and bicyclists travel on the shoulder.



Cowlitz-Wahkiakum Council of Governments (CWCOG) has developed a Southwest Washington Regional Transportation Planning Organization (SWRTPO) Regional Trails Plan to connect the regional trail network within and to the greater surrounding area to support the next generation of trail users. The plan includes planned bikeways along SR 105 (see trails inventory map above).

When developed, the regional trails plan will provide bicycle access to rural communities and destinations within the region. Bicycling is also a recreational activity adding significant value to the quality of life, health, and economy of Southwest Washington.

## Safety Assessment

The Bay-2-Bay Scenic Byway is a state highway route. Highway safety is an important concern for local and state officials as well as residents and travelers of the Byway. Statistics related to accidents and collisions are collected, recorded, and analyzed regularly by the Washington Department of Transportation (WSDOT), in cooperation with the Washington State Patrol and others. Crash data for SR 105 between Raymond and Aberdeen were analyzed for the five-year period from January 1, 2019, to December 31, 2023. During this time, the corridor experienced six fatal crashes and 13 crashes resulting in serious injuries.

Washington's 2024 Strategic Highway Safety Plan, Target Zero, aims to eliminate such crashes by 2030. This goal aligns with the broader principles of the Safe System Approach, which prioritizes reducing the potential for fatalities and life-altering injuries through crash reduction and crash prevention strategies. In carrying out the Safe System Approach, WSDOT, by law, follows RCW 47.05. This law outlines the Washington Priority Programming Process for identifying project locations on state highways. Both initiatives work toward creating a transportation system that proactively reduces the potential for fatalities and serious injuries.

Target Zero identifies eleven emphasis areas focused on reducing fatal and serious injury crashes, not all of which can be fully addressed by infrastructure safety strategies. Among the leading crash types, lane departure crashes were the most prevalent within the SR 105 study area, accounting for 13 of the 19 fatal or serious injury collisions. Other leading factors contributing to severe crashes on SR 105 included high-risk behaviors such as failure to wear seatbelts (7 of 19 crashes), impaired driving (6 of 19), and speeding (5 of 19). Overall, 13 of the 19



*Two cyclists on a shoulder of the road.*





fatal or serious injury crashes involved at least one high-risk behavior (distracted driving, speeding, impaired driving, or failure to wear a seatbelt). Three of the fatal or serious injury crashes involved active transportation users, out of a total of six crashes involving such users.

Fatal and serious injury crashes fluctuated somewhat over the study period. Statewide, the onset of COVID-19 corresponded with an increase in fatal and serious injury crashes, though the specific impacts on this corridor have not been analyzed. WSDOT’s priority programming process incorporates assessment methods that account for normal year-to-year variations in crash data. This approach enables WSDOT to reliably identify locations with the greatest potential for crash reduction over time. Consequently, substantial

changes in annual crash totals may not necessarily indicate meaningful trends or improvements in safety.

In contrast, incident-related congestion – caused by crashes, vehicle breakdowns, severe weather, emergency response activity, or other unforeseen events – is unpredictable and can result in significant delays. To avoid surprises, travelers are encouraged to check WSDOT’s real-time travel map or subscribe to email updates for the latest road conditions and information on construction or maintenance work.

The **Crash Severity by Year** table below summarizes the yearly crash severity for the study period. Property damage-only crashes consistently represented the largest category, accounting for approximately 77% of all crashes. The number of these crashes remained relatively stable, fluctuating between 56 and 80 annually.

Crash Severity by Year						
SEVERITY	2019	2020	2021	2022	2023	TOTAL
Fatal	0	0	1	4	1	6
Serious Injury	2	3	3	1	4	13
Minor Injury	11	6	7	4	5	33
Possible Injury	13	11	9	9	4	46
Property Damage Only	58	56	80	71	64	329
<b>TOTAL CRASHES</b>	<b>84</b>	<b>76</b>	<b>100</b>	<b>89</b>	<b>78</b>	<b>427</b>

*Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

The **Crash Type by Year** table below presents a summary of crash types by year. By far the most frequent incidents involved vehicles running off the roadway, which accounted for nearly 42% of all reported crashes. Following these, the next most common crash types were angle, rear-end, and wildlife-related collisions. A total of 47 wildlife-related crashes were recorded, highlighting the difficulties of managing rural roadways that pass through the habitats of deer, elk, and other wildlife.

Crash Type by Year						
CRASH TYPE	2019	2020	2021	2022	2023	TOTAL
Ran Off Road	34	26	49	41	29	179
Angle	10	12	12	6	11	51
Rear-end	10	10	11	12	8	51
Wildlife Strike	10	12	8	10	7	47
Sideswipe	1	2	3	4	5	15
Fixed Object	1	2	5	3	3	14
Pedestrian	1	1	1	2	0	5
Bicycle	0	1	0	0	0	1
Other	17	10	11	11	15	64
<b>TOTAL CRASHES</b>	<b>84</b>	<b>76</b>	<b>100</b>	<b>89</b>	<b>78</b>	<b>427</b>

*Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.*

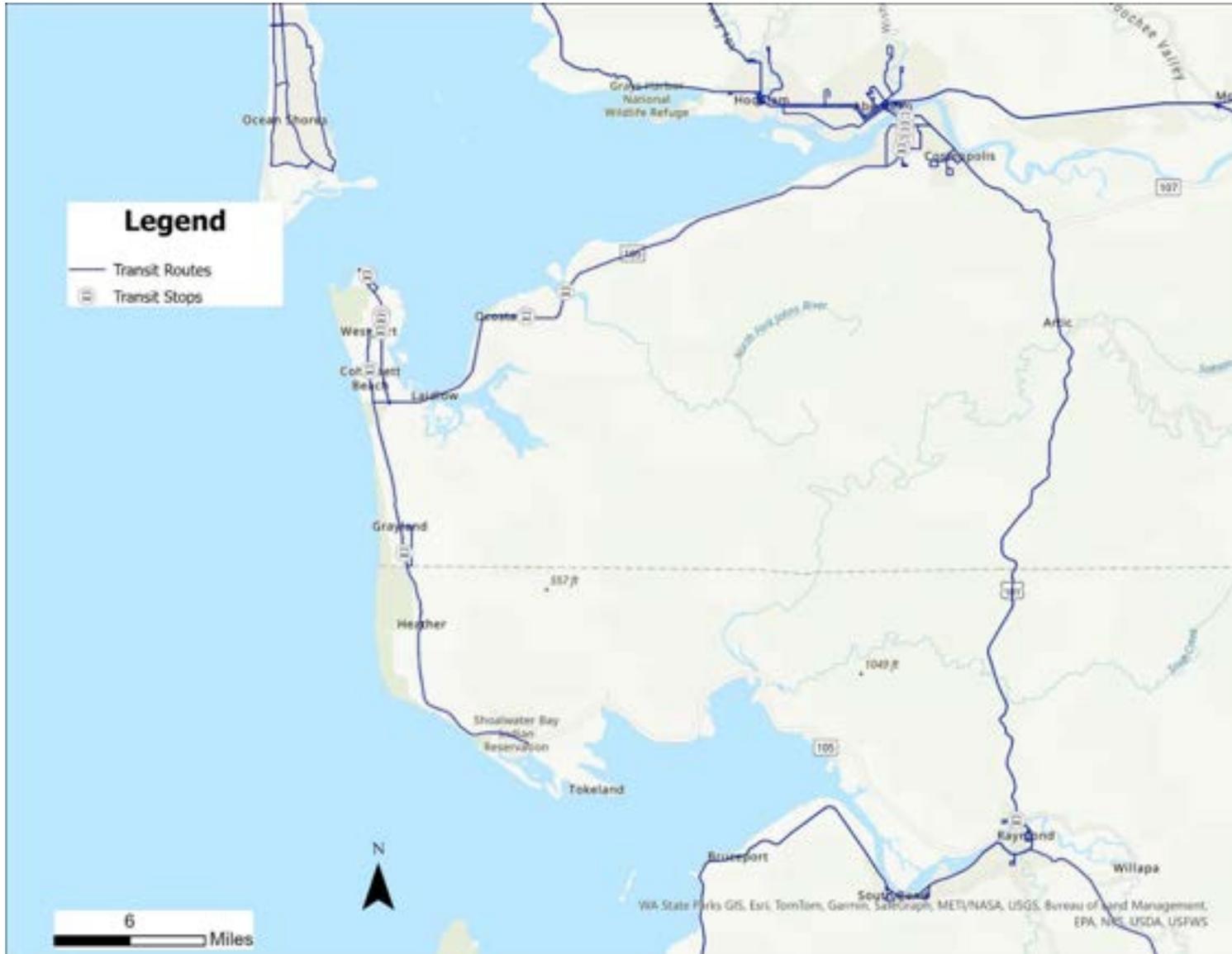


*It's important to share the road and be aware of your surroundings. Both wildlife, cyclists and pedestrians use the roads.*



# Transit System Bus Routes

TRANSIT SERVICE—Grays Harbor Transit and Pacific Transit operate fixed-route services along the corridor. The Byway is also served by Westport/Grayland Park and Ride near Cohasset Beach. Additionally, both ends of the highway are within a few miles of off-corridor park and ride lots: the Hoquiam Station Park and Ride in Aberdeen and the Fowler Street Park and Ride in Raymond.





## Beach Erosion at Cape Shoalwater: SR 105

Beach erosion at Cape Shoalwater has been a chronic problem since the turn of the 20th century with up to 100 feet of shoreline loss per year. SR 105 was realigned in 1971 after coastal erosion caused part of the highway to wash away into the Bay. Since then, there have been several projects and emergency repairs trying to maintain the highway and protect it from storms and rising sea levels. The Empire Spit and Graveyard spit projects aim to restore damaged barrier dunes by building nature-based dune and cobble berms at the northern entrance to Willapa Bay, Washington. These critical projects protect important habitats, Shoalwater Tribal Reservation land, SR 105, and nearby areas from continued threat of shoreline erosion.

## Roadside Pull-offs/Scenic Viewing Locations

Numerous scenic pull-offs along the Bay-2-Bay Scenic Byway allow visitors to safely stop and enjoy stunning views of the area’s natural wonders, including the Willapa River, Willapa Bay, and the Pacific Ocean. While there are no roadside viewpoints north of Cape Shoalwater, a half mile walk along the Bottle Beach Interpretive Trail at Bottle Beach State Park provides expansive views of both South Bay and Grays Harbor, accessible from a parking area just off the highway. Additionally, ocean vistas can be easily reached with short detours to several beaches and state parks between Westport and North Cove, such as Westport Light State Park, Twin Harbors State Park, and Grayland Beach State Park.

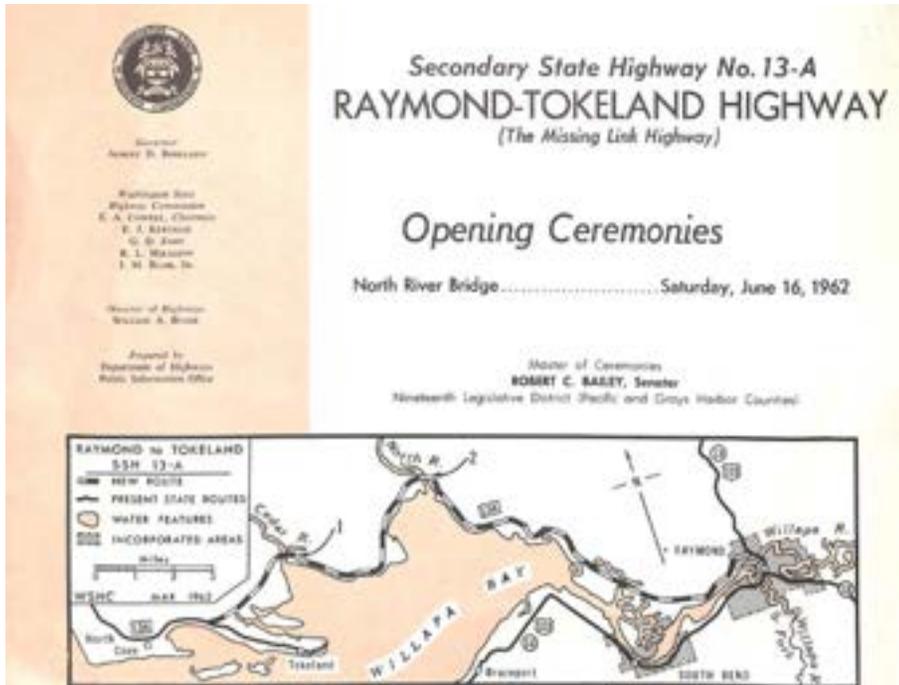
## Electric Vehicle Charging Stations

The BAY-2-BAY Scenic Highway is becoming the greenest travel way in the US with electric vehicle (EV) charging stations at locations along the way. The US Department of Energy shows charging stations along the Byway (see map below). [www.afdc.energy.gov](http://www.afdc.energy.gov)

Some of the available locations convenient for Byway travelers as of 2025 include a number of locations in Aberdeen, three in Westport and one in Grayland.



# Connecting People to the Coast: SR 105 Highway History



Half a century previously, when Native American villages still dot the coast and river stream mouths, large Native American settlements at Point Chehalis and Toke Point are major trading centers. It will still be more than a decade before George Brown becomes the first non-native settler in what will become Tokeland. Although it will be another ten years before either the Grays Harbor or Cape Shoalwater lighthouses are built, schooners push into Shoalwater Bay to buy oysters and cranberries for the San Francisco market, booming from the gold rush and new development in California.

For centuries, natural resources have been the foundation for the region’s economy, whether for salmon fishing, clamming, whaling, cranberry harvesting, or, more recently, tourism. Today, although the ties between tourism and the region’s natural resources are still in place, the balance has changed dramatically and is likely to continue to change in the future.

The outstanding natural resources of this unique landscape are still the foundation for a healthy, balanced economy. Today the cranberry industry, shellfish farming, crabbing, stream and watershed restoration, the harvesting of alternative forest products, and heritage and nature-based tourism are strong or emerging industries. However, change will certainly continue in the corridor, and residents will find new ways to live and make their livelihoods.

When the current state highway numbering system was first posted in January 1964, SSH 13A from Raymond via the south side of Westport to South Aberdeen became SR 105. The route from Junction SR 105 on the south side of Westport to the north side of Westport became SR 105 Spur. SSH 13A was added to the state highway system in 1937. This route began at Junction PSH 13 (US 101) at Raymond and headed west past Tokeland then north to the north end of Westport. Another section of SSH 13A started at Jct PSH 13 (US 101) in South Aberdeen and headed westerly to Jct SSH 13A on the south side of Westport.

Although the route as described above was designated a state highway in 1937, part of the route from Raymond to the Tokeland area, including the North River bridge, was not built until circa 1962. June 16, 1962, was the opening ceremony for SSH-13 A from Raymond to Tokeland completing the scenic loop from Aberdeen to Raymond.

# Sustainable Destination Development

Surfers carrying their boards near the dunes.





# Destination Development Approach

SR 105 Bay-2-Bay Scenic Byway visitors are customers in each community along the Byway and their daily travel expenditures bring important economic benefits to the local, regional and statewide economies. Sustaining this economic vitality is dependent upon preserving the unique qualities and resources that not only deliver quality of life to local residents but attract visitors to the Bay-2-Bay Scenic Byway as well.

The Bay-2-Bay Corridor Management Plan seeks to integrate sustainable practices to protect Byway resources while supporting group needs and attracting travelers. The Scenic Byway is managed by Washington's Evergreen Coast, Greater Grays Harbor, Experience Westport, Pacific Mountain Workforce Development and Pacific County Economic Development Council.

They will continue to work toward attracting new and repeat travelers to the Byway. Their combined efforts will focus energies on planning and undertaking infrastructural projects that provide an additional layer of educational opportunities and public safety while looking through a lens of sustainability.

*Hands and History mural location: 120 West Heron Street in Aberdeen, WA. Photo courtesy of Greater Grays Harbor, Inc.*



## Visitor Interests

Tourists often head to Ocean Shores to the north or Oregon to the south during the summer months.

Washington's coast between Grays Harbor and Willapa Bay is often referred to as the Cranberry Coast because of the many *dry harvest* cranberry bogs located on these ocean shores.



There's a reason they call it the Cranberry Coast! Cranberry farming has a more than 100-year history here in Grays Harbor. Next time you're in Westport, take a drive through miles of historic cranberry farms in Grayland, just 10 minutes south. To learn more about all things cranberry visit the Furford Cranberry Museum in Grayland.

Visitors along the Bay-2-Bay Scenic Byway encounter a retreat that is inviting. With 28 miles of open beach for exploration, they can immerse themselves in a dreamscape of dune grass and lupine, perhaps catching a glimpse of the Snowy Plovers that nest here. Beyond the beach, pristine trails wind through forests rich with Western Hemlock and Sitka Spruce, providing sanctuary for the threatened Marbled Murrelet.

Hiking opportunities along State Route 105 showcase the coastal diversity of Grays Harbor and Pacific Counties. At Twin Harbors State Park, visitors can explore a peaceful network of short trails weaving through maritime forest and windswept dunes before emerging onto expansive beaches. The park's dune loop trails and beach access paths invite leisurely walks, birdwatching, and sunset views across the Pacific. Just north in Westport, the Westport Light Trail provides a 2.2-mile paved coastal route connecting Westhaven State Park to the Westport Lighthouse, tracing the shoreline with interpretive signs and frequent ocean vistas. The path offers a relaxed, family-friendly experience and easy access to local beaches, fishing jetties, and nearby shops, making it one of the region's most popular seaside strolls.



Southeast of Grayland, the Johns River Wildlife Area offers a quieter contrast, where dike-top trails meander through tidal wetlands and estuarine habitats rich with birdlife. The flat, accessible pathways make it ideal for wildlife viewing, photography, or short educational walks amid the marsh grasses and brackish waters of Grays Harbor's southern fringe. Further inland, the Willapa Hills Trail extends this coastal corridor experience with over 50 miles of converted rail-trail stretching between Raymond and Chehalis. Its western segments parallel the Willapa River and pass through farmland, forest, and small towns, offering hikers and cyclists a chance to experience the rural heart of southwest Washington. Together, these trails form a connected tapestry of recreation opportunities — from coastal bluffs and beaches to river valleys and wetlands — reflecting the rich natural character along the Bay-2-Bay Scenic Byway.

Beyond hiking, visitors can delve deeper into the wonders of the pristine coastline through other activities. Kayaking offers a tranquil way to explore rivers, streams, and bays while spotting seals, sea lions, and birds. Horseback riding along the Pacific shore creates unforgettable moments, rivaled only by backcountry excursions led by expert guides. Charter fishing for salmon, sturgeon, and tuna provides memories to last a lifetime.

Bird watchers will delight in observing species like the graceful Black Brant and the distinguished Brown Pelican. From shore, whale watchers might glimpse the majestic sprays of gray whales. And during evening low tides, families gather for the unique experience of digging for razor clams—an adventure that's both exciting and delicious.

At the heart of it all is the beach itself, an endless stretch of dune-lined splendor. Whether you're tossing a Frisbee, flying a kite, sharing a picnic, roasting marshmallows over the fire, or simply slowing down to savor the natural beauty, Washington's Evergreen Coast offers countless opportunities to connect with the great outdoors.





# Marketing Channels & Programs

## PROGRAM GOALS AND INITIATIVES

- Maintaining an ongoing focus on visitor hospitality;
- Promoting stewardship and sustainability;
- Expanding and improving signage and way-showing reinforcing the Byway’s brand identity;
- Telling the stories of the Bay-2-Bay Scenic Byway through interpretation;
- Preserving the overall character and unique qualities of the Byway;
- Partnership/public relation endeavors with Byway groups, statewide, national and international affiliations;
- Outreach to the travel trade and media via international travel trade shows and sales missions;
- Utilizing the established website: evergreencoastwa.com;
- Promotions: photo contests, treasure/scavenger hunts;
- Add byway signage on the roadway in key locations.



# Marketing Assets

## PRIMARY PRODUCT

The primary product that the Bay-2-Bay Scenic Byway offers whether to an organizational or consumer- facing audience, is the Scenic Byway itself. The Bay-2-Bay Scenic Byway delivers a scenic and recreational experience whether it’s to organizational members, advertisers and groups or to travelers each season.

The Byway is easily accessible and in a good state of repair. The roadway is well-marked although additional larger byway gateway signage would further increase visibility to all. The addition of byway way-finding signage providing further direction to waypoint communities and side trips will provide a more readily navigable experience for travelers while supporting the needs of our organizational market segments. The addition of interpretive sites and stops will give communities another opportunity to tell their story to Bay-2-Bay Scenic Byway travelers while on the roadway.

## ORGANIZATIONAL/GROUP TOOLS

- CMP
- Evergreencoastwa.com partner- portal
- Printed Travel Guide
- Image Download Center
- Byway signage

## CONSUMER-FACING TOOLS

- Evergreencoastwa.com
- Printed Travel Guide
- Byway signage
- Pacific County Bike Trail Map (WA Evergreen Coast/PCEDC)



## Stewardship and Education

Many of the intrinsic qualities along the Bay-2-Bay Scenic Byway are already maintained and preserved through land management and land use plans. However, some of these qualities could be negatively affected if visitation is not carefully managed. As such, it will be important for preservation of these characteristics to continue to be a priority along the Bay-2-Bay Scenic Byway partners and managing jurisdictions – federal land managers, state, counties, cities, and private landowners.

It is important for visitors to understand why the Bay-2-Bay Scenic Byway experience is special and what they can do to help preserve that experience. Interpretation and promotional activities along the Byway should include stewardship and educational messages that help visitors appreciate the exceptional beauty, natural resources, and historic buildings and districts. Encouraging visitors' interest in stewardship and preservation of these qualities for future generations will ensure an experience will become a legacy. Examples of stewardship messages include:

- Keep the Bay-2-Bay Scenic Byway beautiful and litter-free.
- Tread lightly and leave no trace of your visit.
- This environment/habitat is fragile—please respect it by picking up after yourself and your pet.



- Camp in designated spots only; campfires may be allowed in some locations and seasonal fire restrictions apply. Use established fire rings or pits; keep fires small. Put out fires completely and scatter ashes. Use a stove when possible.
- Know the regulations and special concerns for the region you are visiting.
- Stay on the trail and avoid fragile areas along the Byway, trails, and waterways and in alpine meadows.
- Respect wildlife and observe from a distance; never feed wildlife.
- Dispose of waste properly – pack it in and pack it out.
- Leave what you find where you find it – leave all natural and historical objects as you find them.
- Be considerate of other visitors. Be courteous; yield to other users; strive to not disturb the natural ambiance.
- Reduce congestion and ride transit where available.
- Share the road with bicycles and drive courteously.
- Protect natural resources by conserving energy and water on your journey.

## Promoting Stewardship and Sustainability

Visitors are drawn to the Bay-2-Bay Scenic Byway to experience the majestic and beautiful scenery, abundant natural areas, wildlife and habitat areas, extensive recreation opportunities, history and culture, and the distinctive rural character and the ways of life throughout each region. There would be no attraction to the Byway nor an ongoing flow of tourists without the preservation of these qualities.





## Directing Visitors to the Right Places

Another important aspect of byway planning is making sure that while visitor experiences are expanded and enhanced, the rural lifestyles and community settings also are maintained and preserved, and impacts related to increased tourism are minimized. Some popular sites and places can become overwhelmed and degraded through excessive visitation. It is important to direct visitors to the areas that are already set up to accommodate their needs – cities and towns with facilities, services, and accommodations and the parks and recreation places that can handle repeated waves of visitation. To reduce traffic related impacts and congestion, visitors should be encouraged to park and leave their cars behind when in areas that provide transit, biking, and walking opportunities. Educating visitors about environmental stewardship, recreation use etiquette, respecting private property rights, and other messages will be an ongoing need, important for the long-term success of the Byway.

1. **LAND USE:** Anticipate development pressures and apply techniques to prevent undesired over-development and degradation. Contain resort and vacation-home sprawl, to retain a diversity of natural and scenic environments and ensure continued resident access to waterfronts. Encourage major self-contained tourism attractions, such as large-scale theme parks and convention centers unrelated to character of place, to be sited in needier locations with no significant ecological, scenic, or cultural assets.
2. **CONSERVATION OF RESOURCES:** Encourage businesses to minimize water pollution, solid waste, energy consumption, water usage, landscaping chemicals, and overly bright nighttime lighting. Advertise these measures in a way that attracts the large, environmentally sympathetic visitors.
3. **PLANNING:** Recognize and respect immediate economic needs without sacrificing long-term character and the geotourism potential of the destination where tourism attracts in-migration of workers, develop new communities that themselves constitute a destination enhancement. Strive to diversify the economy and limit population influx to sustainable levels. Adopt public strategies for mitigating practices that are incompatible with geotourism and damaging to the image of the destination.
4. **INTERACTIVE INTERPRETATION:** Engage both visitors and hosts in learning about the place. Encourage residents to promote the natural and cultural heritage of their communities so visitors gain a richer experience, and residents develop pride in their locales.
5. **EVALUATION:** Establish an evaluation process to be conducted on a regular basis by an independent panel representing all group interests and publicize evaluation results.



*Blacktail Buck Deer*

## Green, Sustainable, & Ecological Tourism

Whether referred to as green tourism, sustainable tourism, ecotourism, or ecological tourism, the core principle remains the same: traveling in a way that sustains and enhances the environmental, cultural, and social fabric of a place. Along SR-105, the Bay-2-Bay Scenic Byway, this means preserving the region's natural beauty, supporting local communities, and respecting the area's unique coastal ecosystems and heritage.

Tourism that uplifts the geographic character and ecological balance of this route, including its landscapes, wildlife, cultural traditions, and the well-being of its residents—is not just beneficial, it's essential. From responsible wildlife viewing to low-impact hiking and community-based experiences, visitors along SR-105 are invited to take part in a deeper kind of travel—one that leaves a positive legacy for future generations.

The region is home to multi-use trails that serve a dual purpose: supporting sustainable tourism and providing eco-friendly commuting options for local residents. Trail networks near Willapa Bay allow both visitors and locals to walk or bike between towns, parks, and coastlines without relying on cars. These active transportation corridors reduce emissions, promote health, and strengthen connections between communities and the land they depend on reinforcing the Byway's role as a model of environmentally conscious rural development.

**ECOTOURISM**—Ecotourism is centered on responsible, low-impact travel to fragile, often protected areas, offering





travelers a chance to connect with nature while actively contributing to its preservation. It attracts ecologically and socially conscious visitors who seek meaningful experiences—such as participating in conservation efforts, supporting restoration projects, or simply learning about the ecosystems they’re exploring.

A key goal of ecotourism is to raise awareness about the human impact on natural environments and to inspire a deeper appreciation for the planet’s biodiversity. Responsible ecotourism emphasizes reducing harm through practices like recycling, water conservation, energy efficiency, and supporting local economies in ways that preserve cultural and environmental integrity.

Along the Bay-2-Bay Scenic Byway, ecotourism comes to life through activities like responsible wildlife viewing, birding in sensitive estuaries, and low-impact hiking and camping guided by Leave No Trace principles (pack-it-in, pack-it-out). These best practices help protect the pristine landscapes of the Washington coast while offering visitors an authentic and enriching way to experience this remarkable region.

**AGRITOURISM**—Agritourism can take many forms, varying by region and culture. In some parts of the world, it often refers specifically to farm stays. In the United States, agritourism encompasses a broader range of experiences from picking fruit and feeding animals to enjoying farm-to-table meals, touring working farms, and shopping for local goods.

Along the Bay-2-Bay Scenic Byway, agritourism offers visitors an authentic taste of coastal life. The region is home to vibrant cranberry bogs,



where visitors can witness the unique dry harvest, learn about the industry’s history, and purchase cranberry-based products ranging from sauces to soaps. In nearby Willapa Bay, shellfish farming presents another unique opportunity visitors can explore how oysters are sustainably cultivated, sample fresh shellfish, and support one of the Pacific Northwest’s signature industries.

Beyond cranberries and oysters, agritourism in this area includes horseback riding, farm visits, u-pick orchards, brewery and winery tours, and shopping at local farm stands or markets for seasonal produce, handmade goods, and culinary treats. Whether you're walking along crimson cranberry bogs or tasting oysters fresh from the bay, agritourism along Bay-2-Bay Scenic Byway connects visitors to the land, the water, and the people who steward both.



**VOLUNTOURISM**— Voluntourism blends travel with meaningful service, offering visitors the opportunity to contribute to charitable or conservation-focused efforts while exploring a new destination. These experiences range from low-skill tasks like beach cleanups or invasive species removal to specialized volunteer roles that leverage professional skills. Regardless of the activity, voluntourism participants typically share a common goal: to give back to the places they visit while gaining a deeper, more immersive travel experience.

Interest in voluntourism is steadily growing, with travelers increasingly seeking purpose-driven experiences that align with environmental and community values. Along the Bay-2-Bay Scenic Byway, visitors and residents alike can engage in a range of volunteer efforts that benefit public lands and local ecosystems.

Volunteer opportunities in the region include:

- Clean-up and litter removal on beaches, trails, and roadways
- Revegetation and native plant restoration projects
- Trail building and maintenance in parks and natural areas
- Rehabilitation of cultural landscapes and historic structures



# Washington State DOT Role: Signage

The Washington State Department of Transportation (WSDOT) manages the sign program along the state highway routes that make up the Bay-2-Bay Scenic Byway as well as other routes in Washington. This ensures that travelers receive the visual cues they need without adding redundancy and too much detail. Traveler safety is a principal concern.

Signs shall meet guidance in the Manual on Uniform Traffic Control Devices (MUTCD) and WSDOT Traffic Manual Chapter 2 (<https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/traffic-manual>).

Coordination with WSDOT’s Transportation Operations Headquarters will be needed to design signs and determine placement within the WSDOT Right-of-Way. Gateway signs can be placed at the beginning of the Byway if sign spacing exists, trailblazer/follow-through signing is typically placed under highway route markers.

## GATEWAY AND WAYFINDING SIGNS

Located throughout the corridor, a gateway and wayfinding system establishes and reinforces the Byway’s identity, directs travelers to significant destinations, and allows communities to announce and distinguish themselves. Gateway elements are typically large architectural signs that reinforce the visual themes of the Byway, generally following the byway design guidelines. Wayfinding signs can be as simple as logo signs added to existing signposts, standard WSDOT signs tailored to meet the needs of byway communities and travelers, or larger architectural signs with more of a byway character.

**BENEFITS:** Gateway and wayfinding signs assist travelers as they navigate the byway, reassuring them that they are on the right road and providing direction to byway destinations. Wayfinding signs benefit communities by featuring destinations and activities coordinated with each community’s goals for increasing traveler visits.

**PROJECT ELEMENTS:** Gateway and wayfinding signs are typically developed as a unified system, incorporating common visual elements and design strategies. The Bay-2-Bay Scenic Byway system is anticipated to include: logo signage on route markers along the way. Entry and directional signs to the Byway at the intersections of US 101. Community gateways at Aberdeen and Raymond.



*Mock-up of potential wayfinding gateway signage for the scenic byway.*



**POTENTIAL CONSTRAINTS:** Signs must meet WSDOT standards for safety if located within right of way, Scenic Byway Logo Signage Guidelines. Changes in informational signing will require coordination with WSDOT.

**MAINTENANCE CONSIDERATIONS:** Even when located on WSDOT right-of-way, community gateways and other specialty signs must be maintained by the local governments, or community groups.

**LEAD AGENCY/PARTNERS:** Grays Harbor County, Westport/ Washington's Evergreen Coast



*Bay-2-Bay logo designed by Washington's Evergreen Coast, 2025.*

## Scenic Byway Logo

A scenic byway logo is an emblem with a unique combination of words, colors, images, etc., that identifies a scenic byway and symbolizes the “essence” of the route. The logo should be based on a theme that characterizes the primary natural, historical, and/or cultural resources that are responsible for making the route special and unique. The logo should visually communicate the identity quickly and clearly. With public awareness and familiarity, the logo can become a marketing tool to promote the corridor and its resources.

The logo can provide an instant association between the route and marketing publications that promote the Byway and the special characteristics of the area. On-premise advertising signs are specifically regulated by the Scenic Vistas Act. An on-premises sign advertises an activity conducted on the property on which the sign is located. This type of sign is limited to identifying the establishment, or the principal or additional products or services offered on the property.

*Westport Marina, Westport, WA*





# Action Plan & Implementation



## Overview

This chapter of the Bay-2-Bay Scenic Byway Corridor Management Plan presents a list of proposed actions that are priorities based on input from the byway organization, groups, and the public. Recommendations were gathered during multiple workshop sessions and meetings held during the planning process. The Action Plan Summary Table, which starts on page 70, describes, prioritizes, and assigns actions and projects to entities that could support implementation. Proposed actions include projects, programs, strategies, and other initiatives that Bay-2-Bay Scenic Byway partners can work toward implementing over the next ten years and beyond, as part of ongoing byway management and stewardship.

Along with presenting proposed actions for the Byway, this chapter of the plan also summarizes the anticipated benefits and opportunities related to implementation. This chapter summarizes key issues and considerations that influenced development of the action plan, along with recommendations for implementing and updating the action plan.

## Anticipated Benefits and Opportunities of Implementing the Action Plan

Implementing the action plan will result in many benefits and opportunities, including achieving the vision, mission, values, and goals identified in Chapter 1. Benefits of implementation are organized into the five categories shown to the right.

These benefits align with the primary goals for the Bay-2-Bay Scenic Byway, as well as general scenic byway planning guidance provided by the Federal Highway Administration. Of a long list of potential byway actions initially submitted, only those aligning with multiple categories of these benefits were included in the Action Plan. (Refer to the Action Plan Summary Table starting on page 70.)

The discussion below summarizes each of the categories of anticipated benefits and key opportunities related to implementation. Although the categories of benefits are listed numerically, this is not a ranking—each category is important to the long-term success of the Bay-2-Bay Scenic Byway.

### *Benefit Categories:*

1. Enhancing Visitor Experience
2. Strengthening Brand Identity and Character
3. Expanding Multi-Modal Transportation Options and Encouraging Green Travel
4. Preserving and Protecting Important Resources and Intrinsic Qualities
5. Improving Community Livability and Economic Vitality

## 1. Enhancing Visitor Experience

There are many places along the Bay-2-Bay Scenic Byway that provide wonderful experiences for visitors, as well as people who live and work along the Byway. These existing experiences are unique and memorable, and they continue to draw visitors year after year. Bay-2-Bay Scenic Byway experiences provide opportunities to:

- Become immersed in breath-taking scenery and views.
- Engage with nature and learn about natural resources, diverse ecosystems, and wildlife
- Learn about the diverse history and culture of Washington State.
- Appreciate a variety of arts from public art and murals to galleries, studios, and performances.
- Enjoy local cuisine, wines, hand-crafted beverages, and other delights in each region around the Bay-2-Bay Scenic Byway.
- Relax in peaceful settings, whether in the mountains, at the beach, or in between.
- Be involved in a wide variety of festivals and special events with activities for all ages and interests.
- Take part in many different forms of recreation, including water and land-based activities, all around the Bay-2-Bay Scenic Byway.

This action plan includes proposed actions and projects that will enhance these existing unique experiences and create new experiences. Recommendations to expand and enhance visitor facilities along the Byway with information kiosks, interpretive waysides, wayfinding signs, and other amenities will enhance the visitor experience and provide educational and interpretive opportunities for visitors and residents alike.



## 2. Strengthening Brand Identity & Character

New facilities and improvements along the Byway should be designed and constructed with care to ensure they represent the Bay-2-Bay Scenic Byway’s brand identity and are visually compatible with the scenic character of each unique region and setting. Many of the proposed actions will reinforce the Byway’s identity throughout all regions so visitors understand that they enjoy each place.

Installing scenic byway logo signs and expanding the branding and identity will help to achieve this. Information kiosks and interpretive waysides should be designed to express brand and to be cohesive with each setting in which they are placed. Implementing byway projects in accordance with the design guidelines in Chapter 4 of this plan, as well as other applicable local, state, and federal requirements, will help to ensure that the character of the Byway and the lands along it are preserved and enhanced over the long term.

## 3. Expanding Multi-Modal Transportation Options & Encouraging Green Travel

The benefits that relate to transportation include expanding multi-modal options, so visitors have more choices in how they travel around the Bay-2-Bay Byway, as well as improving transportation functions as planned and implemented through the Washington State Department of Transportation. There is interest in creating a continuously “green” scenic byway in Washington, with electric vehicle charging stations available at convenient hubs near Westport and Tokeland. Providing continuous bicycling facilities (whether bike lanes, trail segments, or side tour routes) throughout the entire Bay-2-Bay Scenic loop is another objective for creating a green corridor. Encouraging visitors to stop and get out of their vehicles to enjoy the many wonderful places along the Bay-2-Bay Scenic Byway is also part of the plan—the more people experience the Byway’s unique resources on foot, bicycle, horseback, in a canoe, kayak, hot air balloon, or other means, the more up close and memorable their experience will be!



Encouraging sustainable travel is also consistent with the importance of preserving the scenic and natural resources that draw people to the Bay-2-Bay Scenic loop. Expanding multi-modal transportation options also plays an important role in balancing the needs of all byway travelers, visitors, and residents alike. The more visitors that experience portions of the Byway via bicycling, walking, and transit, the less traffic and congestion there will be in those areas, and more capacity will be available for residents carrying out their daily business and activities.



#### 4. Preserving and Protecting Important Resources & Intrinsic Qualities

Enhancing the experience of the Bay-2-Bay Scenic Byway is directly related to preservation and protection of the resources that contribute to this experience. There are many resources along the Byway that visitors come to experience. Identifying methods to retain and sustain resources that are the essence of the Byway experience is a primary purpose of byway management planning. The Byway's intrinsic qualities are abundant, within all six of the categories recognized by the Federal Highway Administration for their importance to byways: scenic, natural, archaeological, historic, cultural and recreational. Byway plan actions should focus on minimizing impacts to these intrinsic qualities and preserving the unique and sensitive resources of the corridor. Key opportunities within this category include:

- Analysis of visitor management needs at key sites
- Enhancement of parks and sites with natural and cultural resources
- Protection and rehabilitation of historic sites and buildings
- Preservation of view corridors and key resource lands

#### 5. Improving Community Livability & Economic Vitality

Visitors come to experience at least some portions of the Bay-2-Bay Scenic Byway each year. These visitors from other states and nations can gain an in-depth understanding of Washington state—its diversity and the local ways of life in each region. Part of the experience comes from being immersed in the everyday culture of communities along the Byway. To residents and business owners, the Bay-2-Bay Scenic Byway is more than a scenic byway. In many cases it may be the route they use to travel to and from home and work.

Tourism generated by the Byway may be critical to their business and the collective economic health of each community. For these reasons, the proposed actions in the plan need to address not only visitors' needs and interests, but also those of the Byway communities. Local jurisdictions are residents and business owners who serve a critical role as stewards and volunteers supporting the Byway. Byway projects should not only provide opportunities for visitors, but also enhance community livability, economic opportunities, and the quality of life in each region. In addition, the more public and community participation there is in implementing byway projects and actions, the more successful this plan and the byway overall will be.





## Important Issues & Considerations

Several important issues and considerations have influenced the development of this action plan and the specific projects and actions proposed for the Bay-2-BayScenic Byway, including:

- Gaining a thorough understanding of the existing conditions of the Byway and needed enhancements to inform the action plan
- Obtaining extensive input and comments from community groups, special interests, and the public during byway workshops, meetings, and plan development
- Reviewing locally adopted plans and policies as well as existing plans of federal and state land management agencies along the Byway
- Aligning proposed actions with the vision, mission, values, and goals for the Byway (see Chapter 1) and the key benefits described on the preceding pages
- Relating proposed actions to the intrinsic qualities of the Byway
- Identifying opportunities to enhance visitor facilities and interpretation along the Byway, from orientation and information needs at Byway gateways and hubs
- Enhancing traveler safety and providing more sustainable multi-modal travel options
- Providing ongoing opportunities for public and group involvement in the implementation of the corridor management plan and projects identified in the action plan
- Washington State Department of Fish and Wildlife website can provide information on wildlife viewing areas, species specific information, and how to get relevant licenses and passes.



# Guide to Information in the Action Plan Summary Table

## ONGOING

The action/strategy should occur continuously throughout the future of the byway as part of its ongoing management.

## NEAR TERM

The action should be initiated and completed within one to three years.

## MID TERM

The action should be initiated and completed within four to six years.

## FAR TERM

The action should be initiated and completed within seven to ten years or more.

Specific categories of information are addressed in the Action Plan Summary Table, as described below and on the next page.

## IMPLEMENTATION TIMEFRAME

The Action Plan Summary Table shows the anticipated implementation timeframe for each action item. Many of the recommendations relate to ongoing byway planning and management activities. Timeframe goals for implementation of each action item are identified according to the following categories.

It is important to note that timeframe references are goals. Actual timing of implementation will depend on many factors. Action items identified as Near Term are those projects and strategies that can be achieved within a relatively short time (1-3 years). In the future, as some of the near-term action items are

accomplished, the list should be re-prioritized and other action items should be moved up in priority. Also, with ongoing planning and community involvement, additional action items can be added to the list in the future.

## Recommended Action Items

### INTRODUCTION TO THE ACTION PLAN SUMMARY TABLE

Action items include strategies, programs, enhancements, and improvements that when implemented will help accomplish the vision, mission, values, and goals of the Bay-2-Bay Scenic Byway. The Action Plan Summary Table starting on page 77 lists proposed actions for the Byway and is organized with actions that pertain to the overall Byway. A number, title, and description are provided for each action item.

### RESOURCES AND ESTIMATED COSTS

The Action Plan Summary Table provides a description of anticipated resources, such as staffing that may be needed to implement each action item as relevant. Estimated costs are also listed for each action item, which include preliminary projections of the anticipated costs associated with implementation (design, construction, permitting, and other costs) in 2025 dollars. Cost categories shown are as follows.

**VERY LOW: < \$10,000**

**LOW: \$10,001 TO \$50,000**

**MEDIUM: \$50,001 TO \$100,000**

**HIGH: > \$100,000**

It is important to note that the higher the estimated cost, the more partners and resources it will likely take for successful implementation. While projects in the “very low,” “low,” and “medium” categories may be able to be implemented through local fundraising, projects in the “high” category likely will require other funding such as through agency support and grant programs.

### LEADERSHIP AND PARTNERS

The Action Plan Summary Table lists a primary lead responsibility for each action item, as well as other partners and interests who may provide support for implementation.

### GOALS AND BENEFITS

As previously described, implementation of specific action items will achieve plan goals and result in benefits under the categories of:

1. Enhancing Visitor Experience
2. Strengthening the Brand Identity and Character of the Bay-2-BayScenic Byway
3. Expanding Multi-Modal Transportation Options and Encouraging Green Travel
4. Preserving and Protecting Important Resources and Intrinsic Qualities
5. Improving Community Livability and Economic Vitality

Many of the action items support multiple of these categories, and in some cases all of them, as identified in the Action Plan Summary Table.



## Implementing and Updating the Action Plan

### *Identifying Potential Projects & Strategies Is Only the First Step...*

This action plan is intended to be a guide for future byway planning, management, and implementation efforts.

The Action Plan was based on community input, review of existing conditions, and a conceptual level of planning. Action items listed are suggestions, not mandates or requirements. If pursued, each action item will need further consideration and analysis as part of the



implementation process. Further coordination with applicable regulatory agencies and other groups, as well as ongoing public participation, will be necessary.

Project implementation will be contingent on available funding sources and other factors. Projects potentially considered for funding through capital investment programs will need to be further prioritized as part of town, county, state, or federal capital improvements programming and budgeting. Individual project sites will need to be analyzed in more detail as part of future design efforts to identify land use approval requirements, determine potential sensitive areas and required mitigation, and identify environmental and land use permitting requirements. Projects will need to be designed and implemented in accordance with all applicable local, state, and federal standards and guidelines. Geotechnical analysis, biological assessments, wetland delineations, wildlife habitat analysis, and other types of studies may be required as part of project implementation.

## Updating the Action Plan

It is recognized that the priorities of the communities along the Byway will change over time, and the Action Plan should be reviewed periodically, updated, and amended as necessary, adding new strategies and projects, and removing those that have become reality. It may also be necessary to assign new timeframe goals to the recommendations.

## Funding and Resources for Implementation

Potential funding sources and other resources that may be available to support the projects and actions are diverse. Projects/actions may be eligible for multiple sources of funding. Byway partners will need to further research these sources to determine applicability.



# Action Plan Summary Table

NO.	ACTION ITEM DESCRIPTION	IMPLEMENTATION TIMEFRAME	RESOURCES AND ESTIMATED COSTS	LEADERSHIP AND PARTNERS	GOALS AND BENEFITS				
					1	2	3	4	5
<b>Bay-2-Bay</b>									
<b>CL 1</b>	<p>Washington's Evergreen Coast and Pacific Mountain Regional Workforce Development will work together to manage and coordinate the Bay-2-BayScenic Byway and will:</p> <ul style="list-style-type: none"> <li>■ Continue to fund a full-time staff position and explore the possibility of hiring additional staff.</li> <li>■ Represent each region through equitable representation on the board</li> <li>■ Ensure that the CMP is acted on Evaluate performance annually</li> </ul>	Near Term	<p>Minimum one full-time staff; possible one part time staff; volunteer time for group/board involvement Estimated Cost: Medium</p>	Washington's Evergreen Coast, and Pacific Mountain Regional Workforce Development	✓	✓	✓	✓	✓
<b>CL 2</b>	Pursue Scenic Byway designation (through National Scenic Byways Program).	Near Term (At Next Call for Applications)	<p>Staff/board involvement Estimated Cost: Low</p>	Washington's Evergreen Coast working with WSDOT, state legislators, members of Congress, and partners throughout all regions	✓	✓	✓	✓	✓
<b>CL 3</b>	Research and pursue funding and grant opportunities for projects along the Bay-2-BayScenic Byway.	Near Term	<p>Staff/board involvement Estimated Cost: Low</p>	Washington's Evergreen Coast and partners	✓	✓	✓	✓	✓
<b>CL 4</b>	Develop an Interpretive Plan to study best physical locations and topics for interpretive/informational kiosks and wayside improvements. Create design templates for distinctive kiosks, located near the entrance to each region and designed in the Ocean Beach style.	Near Term	<p>Staff involvement and consultant Estimated Cost: High</p>	Washington's Evergreen Coast and partners	✓	✓		✓	✓
<b>CL 5</b>	<p>Develop way showing elements (signs and kiosks) for the Bay-2-BayScenic Byway as follows:</p> <ul style="list-style-type: none"> <li>■ Byway logo (trailblazer) signs/route markers designed and located in accordance with WSDOT standards</li> <li>■ Larger, distinctive gateway signs at each change in region, designed in the Ocean Beach style</li> <li>■ Directional signs located upon approach to the Bay-2-BayScenic Byway, designed in accordance with WSDOT standards.</li> <li>■ Information/interpretive kiosks at improved wayside locations</li> </ul> <p>This key project is described in more detail in Chapter 4 of the corridor management plan.</p>	Near Term for Design; Mid-Term to Ongoing for Implementation	<p>Staff involvement and consultant Estimated Cost: High</p>	Washington's Evergreen Coast and partners	✓	✓			✓



## GOALS AND BENEFITS

As previously described, implementation of specific action items will achieve plan goals and result in benefits under the categories of:

1. Enhancing Visitor Experience
  2. Strengthening the Brand Identity and Character of the Bay-2-BayScenic Byway
  3. Expanding Multi-Modal Transportation Options and Encouraging Green Travel
  4. Preserving and Protecting Important Resources and Intrinsic Qualities
  5. Improving Community Livability and Economic Vitality
- 

## Implementing this Corridor Management Plan

Completing this byway corridor management plan is only the beginning. The next step is time to move forward with implementing the proposed actions and projects.

While all funding and resources are competitive and limited, working with agencies and organizations along the Byway on an ongoing basis will be important for successful implementation of the plan. The more coordination, communication, and partnerships that are forged, the more projects will be completed. Typically, when multiple partners come together to pursue specific projects, these projects become more competitive and eligible for grants and funding sources. Making Byway partners (agencies and organizations) aware of the priorities for the Bay-2-BayScenic Byway will help build a broader level of support and expand funding opportunities through a variety of sources.

In addition to the resources along the Bay-2-BayScenic Byway, there are federal resources focused on helping scenic byways throughout the US in ongoing management, coordination, and implementation efforts. These resources include:

**AMERICA’S BYWAYS®**—This is the Federal Highway Administration program and website that identifies and markets the nation’s scenic byways and provides access to various information and resources. America’s Byways® is the umbrella term used for designated national scenic byways (including All- American Roads). The National Scenic Byways Program is part of the US Department of Transportation, Federal Highway Administration. The program was originally established as a grass- roots collaborative effort to help recognize, preserve, and enhance selected roads throughout the United States. This is also the ongoing program that will continue to officially review applications for and designate National Scenic Byways and All-American Roads, which are recognized by the US Secretary of Transportation based on having one or more archaeological, cultural, historic, natural, recreational and scenic qualities.



**NATIONAL SCENIC BYWAY FOUNDATION**—This 501(c)(3) nonprofit organization was formed in 2003. The Foundation’s vision is that byways will be recognized and valued worldwide for their distinctive experiences, stories, and treasured places, and its mission is to provide leadership to empower, strengthen, and sustain byways. The foundation has helped to assume many of the responsibilities of the former Byways Resource Center in supporting and disseminating information to Scenic Byways across the US. Much of the information formerly available on the Byways Resource Center website is now accessible through the Foundation’s website under “Byways 101.” For more information, visit: <http://www.nsbfoundation.com/> and <http://www.byways101.org/>.

**SCENIC AMERICA**—The only national 501(c)(3) nonprofit organization dedicated solely to preserving and enhancing the visual character of America’s communities and countryside. Through national advocacy efforts, technical assistance services, local and national projects, and the support of state affiliates, Scenic America works to accomplish this mission. For more information, visit: [www.scenic.org](http://www.scenic.org)

**US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION —**

To be designated as a National Scenic Byway, a byway must meet the criteria for at least one of six "intrinsic qualities": archeological, cultural, historic, natural, recreational, and scenic. The features contributing to the distinctive characteristics of the corridor’s intrinsic quality are recognized throughout the region and are considered regionally significant. For more information, visit: <https://fhwaapps.fhwa.dot.gov/bywaysp/>





**AMERICA'S SCENIC BYWAYS**—An open-source initiative to restore to the public the content of the closed byways.org website, established to promote the collection of over 150 byways designated by the US Secretary of Transportation, as well as providing comprehensive information about over 850 scenic roads in the US with photos, maps, sample trips, and attractions. Visit: <http://scenicbyways.info/>

## Project Implementation Process

Many agencies and organizations have experience with implementing projects, and they may already follow specific procedures for their projects. Washington's Evergreen Coast should work with each lead agency/organization assigned to each project in the action plan to confirm the specific process for implementation. The steps listed on the following pages provide some general guidance for project implementation. This process applies primarily to projects that would implement physical improvements at sites along the Byway.

Steps 1, 2 and 3 can often be accomplished prior to obtaining funding for the project and may be submitted as part of the application for grants or funding. For more specific requirements, including regulatory and code provisions that may be applicable depending on the location of the project, refer to the local jurisdiction (city and county) where the project is located. Also, refer to the Interpretive Planning and Design Checklist in Chapter 5 for additional guidance specific to implementing interpretive projects.

*Mouth of the Wishkah River as it joins with the Chehalis River Image © Natalie Jensen*





# Steps to Successful Project Implementation

1	<b>Assign Project Manager/Director</b>	Confirm the lead agency or organization responsible for the project and assign a specific project manager or director who will be responsible for implementation.
2	<b>Set Up an Advisory or Steering Committee</b>	Assemble and organize a small advisory or steering committee to work with your project director and provide ongoing guidance and input during project implementation. The purpose of this committee is to “advise.” They may or may not be the final decision makers, but they will provide input and guidance to help the process as it moves along. The committee may include citizen representatives, as well as technical representatives from affected agencies or interest groups involved in the project. The maximum size of the committee ideally should be no more than twelve to fifteen people. For small projects, a group of three to five people may be sufficient.
3	<b>Prepare Scope of Work for the Project and Request for Qualifications/Proposals for Consultant Services (If needed)</b>	<p>Work with the steering committee and lead agency/organization to develop a detailed scope of work for the project, along with a request for qualifications/proposals (RFQ or RFP) if needed to retain consultant services for planning, design, or other support. Even if the project is implemented without outside consultant or design support, development of a clear scope of work will be important. The scope of work should specify:</p> <ul style="list-style-type: none"> <li>■ Work efforts/tasks to be accomplished</li> <li>■ Expected products/deliverables for each task</li> <li>■ Expected timeline/schedule for completion of each task and provision of deliverables, as well as a schedule for completion of the project overall; if the project is to be phased, the work plan should address how the phasing will occur</li> <li>■ Assigned responsibilities for each task (task leader and team member responsibilities)</li> <li>■ Description of any special considerations that may affect project implementation (such as permitting, special review processes, environmental conditions, etc.)</li> </ul>
4	<b>Professional Consultant Selection Process</b>	For selection of a professional consultant for federally funded projects, a competitive selection project is typically required. Consultants respond to the RFQ/RFP with a submittal of their qualifications and a specific proposal for the project. The project steering committee (or selection panel) may review proposals and select the preferred consultant on the basis of their qualifications and alignment with selection criteria. For federally funded projects, qualifications-based selection is required, which means the preferred consultant is selected based on their qualifications first and then the agency/organization proceeds to negotiate the price for the work to be completed. Professional consultants should not be selected on the basis of cost proposals, but rather their experience and capability to perform the work. Even if a project will be implemented solely through volunteer services, volunteers should be selected based on a clear understanding of the work involved and their capability to provide the services.
5	<b>Finalize the Project Work Plan and Get Started</b>	Once all the technical expertise is onboard to accomplish the project, the project director and core project team should work together to finalize the work plan (scope of work, schedule, deliverables, and assigned hours/costs to each task). The work plan, including the project schedule, should be monitored closely and updated regularly as the project moves forward.
6	<b>Site Analysis, Conceptual Planning, Environmental Clearances, and Land Use Permits</b>	<p>For projects that involve physical improvements to sites, an important initial step is to evaluate existing conditions at the site and determine if there are sensitivities that might influence the design (such as the presence of cultural resources or historic structures). This step also involves identifying specific environmental clearances and land use permits/approvals that will be required to implement the project. This step often involves preparation of a conceptual site plan or preliminary designs showing the project in the context of existing conditions. Other specific activities may include:</p> <ul style="list-style-type: none"> <li>■ Meeting/coordinating with tribal representatives and ongoing involvement of tribal representatives in the project; inviting review and input at key milestones (check with the county/local agency to confirm tribes of interest to the project)</li> <li>■ Completing cultural and historic resource inventories</li> </ul>
7	<b>Public and Group Involvement</b>	Public, community, and Group involvement and outreach opportunities are an important aspect of every byway project. Activities should be designed to fit the scope and scale of the project. Some activities should occur at key milestones—such as to present and gain input on design alternatives. Other activities may be ongoing, such as project updates through email or on the byway website. See earlier discussion in Chapter 7 of the CMP related to recommended public and Group involvement tools.

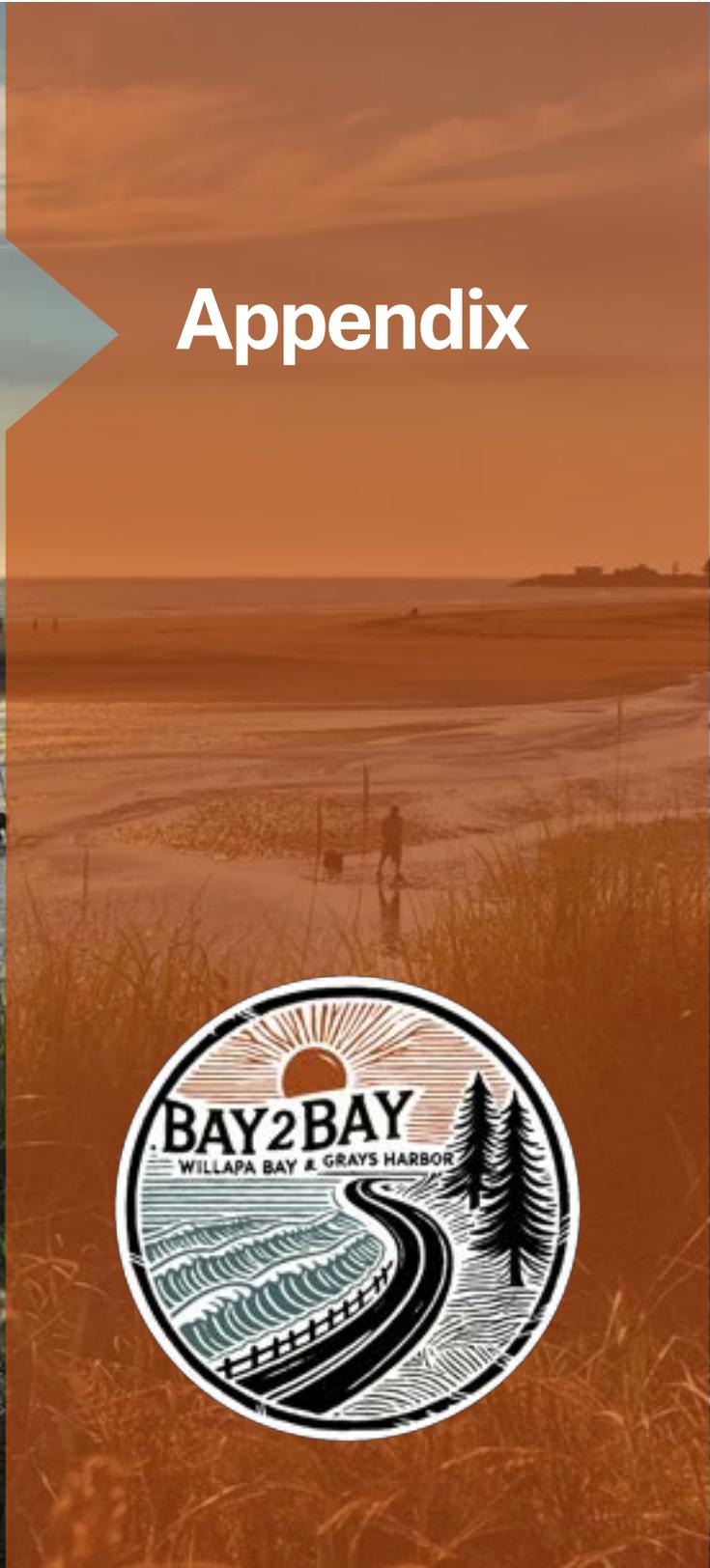


<b>8</b>	<b>Design Process and Design Reviews</b>	<p>The project design phase typically includes multiple stages of work, such as:</p> <ul style="list-style-type: none"> <li>• 30 percent design completion or preliminary design (may also of be called "design development"); this stage of work is typically followed by client review and input</li> <li>• 60 percent design completion, which includes development of draft construction drawings and specifications, this stage for construction (as most public projects do) work is typically followed by client review and input, local permit packages for building approvals or sign installation may also be developed at this stage (or at the 90 percent stage)</li> <li>• 90 percent design completion, which includes further development draft construction drawings and specifications based on review</li> <li>• 100 percent design, which involves finalizing the construction drawings and specifications and preparing the project to go out to bid</li> </ul>
<b>9</b>	<b>Building Permits/ Construction Permits</b>	<p>Before taking a project out to bid, obtaining local and state building permits and construction permits will be important (some construction permits may be obtained by the construction contractor before they start the work on site).</p>
<b>10</b>	<b>Bidding Process</b>	<p>Depending on the size of the project, and local and federal requirements, the bidding process may include gathering proposals from a select list of potential contractors or advertising the project (with an Invitation to Bid) through a public notice in the local newspaper. Bids are submitted and contractors may be selected based on a variety of factors, including costs and qualifications (check with the county/local agency to confirm bidding process requirements).</p>
<b>11</b>	<b>Construction/ Construction Administration</b>	<p>The project then moves on to construction and often a third-party entity or the design consultant will be retained to manage construction and provide construction administration. Seasonal conditions and wildlife patterns (such as fish spawning and bird nesting) may affect construction periods. These requirements are confirmed during the process of obtaining environmental clearances and permits for the project.</p>
<b>12</b>	<b>Groundbreaking and Ribbon Cutting Celebrations</b>	<p>Don't forget to bring byway partners and project interests together to celebrate milestones in the process, particularly groundbreaking and ribbon-cutting ceremonies. Local, state, and federal elected officials should be invited to participate in these events, along with tribal elders and leaders.</p>
<b>13</b>	<b>Monitor and Document Project Success/Effectiveness</b>	<p>After the project is completed, it will be important for the responsible agency/organization to continue to monitor use and document how the project has enhanced visitor experience, cultural and natural resources, and/or the quality of life for communities along the Byway. It is always important to document and measure byway successes to encourage ongoing participation and involvement in the byway.</p>
<b>14</b>	<b>Ongoing Maintenance and Operations</b>	<p>Project implementation doesn't end once a project is constructed and under use. The agency responsible or organization must continue to provide maintenance and care for the improvements and facilities. For this reason, it is always important to consider the best ways to minimize maintenance costs and resources and maximize life cycle of public investments as part of the planning and design process.</p>



Washaway Beach, Grayland, WA.

# Appendix





## Appendix A. References and Resources

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## Appendix B. Photo Credits and Sources

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