

Management Strategy

McKenzie Pass - Santiam Pass National Forest Scenic Byway

Sisters Ranger District

Deschutes National Forest

McKenzie Ranger District

Willamette National Forest

Pacific Northwest Region

DRAFT

DRAFT



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Chapter I Introduction

CHAPTER I

INTRODUCTION

The Willamette National Forest and Deschutes National Forest strive to provide the general public with a wide variety of recreational opportunities, particularly those not commonly available on adjacent private or public lands. This requires a balanced consideration of national and regional initiatives, Forest resources, current and future recreation trends, and the expressed views of local citizens and other agencies.

With designation of the McKenzie Pass - Santiam Pass National Scenic Byway in 1989 and completion of Land Management Plans for both the Deschutes National Forest and Willamette National Forest in 1990, the impetus was given to formalize previous studies of the area as a strategy for future use and management of its recreational and interpretive opportunities. The study of natural and cultural resources and history along the Byway will provide a means for implementing management direction of the new Forest Plans and for realizing the goals of the National Scenic Byways program.

PURPOSE AND NEED

It is the purpose of this document to: 1) record the findings of the Scenic Byways planning process, including the role of public comment and participation; 2) illustrate the many opportunities present in the area for development, use, and management; and 3) offer recommendations for future actions aimed at realizing the goals of the National Scenic Byways program. The need for this document is expressed through Forest Plan implementation requirements and Regional management direction.

Forest Plan implementation Standards and Guidelines require that Implementation Guides shall be prepared for each established National Scenic Byway describing the site-specific management objectives, enhancement program, and other acceptable uses and activities. The guide should also disclose how project planning, preparation, and implementation shall be accomplished to maintain the scenic quality and recreation opportunities of the designated byway.

Regional management direction states that Draft Interpretive Guides should be drafted following formal designation as a National Scenic Byway. Interpretive plans should include the proposed themes, roadside developments, sign locations, trails, parking areas, and other elements that will bring understanding and meaning to the variety of resources managed on National Forests. While this document is not an interpretive guide, it does establish a conceptual framework for such a guide and further emphasizes the need for more specific planning and development of an interpretive program for the Byway. As part of the Interpretive Guide a development schedule and estimated costs for completion

should be provided. The final document should be coordinated with the Regional Forester to ensure continuity and unity of plans.

RELATIONSHIP TO FOREST PLANS AND OTHER DOCUMENTS

The Land and Resource Management Plans for the Deschutes National Forest and the Willamette National Forest regulate all natural resource management activities through forest-wide and management-area Standards and Guidelines. The Scenic Byway designation in no way alters the parent nature of Forest Plans. It also does not preclude such management activities as creating scenic views or vistas, interpretive programs, wildlife habitat improvement activities, or timber harvesting. To the contrary, Forest Plan direction forms the basis for any development or management activities or actions that are recommended by this Management Guide for the McKenzie Pass - Santiam Pass National Scenic Byway.

In addition, the direction and requirements of the McKenzie Wild and Scenic River Management Plan take precedence over Scenic Byway management objectives and recommendations where these designations are coincident.

Furthermore, this Scenic Byway Management Guide must be compatible with, and supportive of, the purposes, objectives, and decisions of the Wilderness Management Strategy Study - a planning study conducted and focused on correcting resource degradation and over-use problems in the Mt. Jefferson Wilderness, Mt. Washington Wilderness, and Three Sisters Wilderness.

The McKenzie Pass - Santiam Pass Scenic Byway Management Strategy has been prepared to implement management direction contained in both Forest Plans. The process of developing this Management Guide has focused on identifying a range of resource development, improvement, protection, and management activities that are responsive to the goals of the National Scenic Byways program. During the preparation of this Management Guide the views and desires of interested publics and other agencies were incorporated. The Management Guide is designed to direct management of the Byway over the long-term. Decisions regarding actual facility types and locations, and the degree or intensity of development of sites or areas, will be made through appropriate NEPA documents when developments or other management actions are proposed or scheduled.

DOCUMENT ORGANIZATION AND STRUCTURE

The Scenic Byway Management Guide is composed of four chapters and supporting appendices.

Chapter I, Introduction, presents the purpose of the Management Guide and its relationship to other documents, document organization and structure, and a description of the Scenic Byway route.

Chapter II, Management Situation, describes existing conditions of the Byway area, which is supported by expanded discussions of a wide range of natural and cultural resources, use and development opportunities, resource protection, rehabilitation needs, and interpretive potential within the Byway (see Appendix A). The description of the management situation includes summary discussions of the Byway's natural and cultural resources, administration and management of the area, current Forest

Management Plan direction and public comment and preferences that have helped shape the Scenic Byway Management Strategy.

Chapter III, Scenic Byway Management Strategy, describes the desired future condition of seven strategy elements and the Byway as a whole. In addition, potential project development and Byway management activities are identified within three priority groups for each Byway strategy element. The emphasis and focus of each strategy element is also described.

Chapter IV, Strategy Implementation, describes several topics related to the process of realizing the desired future condition of the Byway through project activities, including funding sources, marketing, scheduling priorities, partnerships, public participation, development guidelines, NEPA requirements, and monitoring.

Appendices, Included in the Appendices are supporting materials referenced within the body of the Scenic Byway Strategy document.

SCENIC BYWAY ROUTE DESCRIPTION

The McKenzie Pass - Santiam Pass Scenic Byway route is an 81.5-mile loop drive through the central portion of Oregon's scenic Cascade Mountains (see Figure I-1). The route follows three major highways located entirely within the proclaimed boundaries of the Willamette National Forest and Deschutes National Forest. The route traverses through portions of Deschutes, Jefferson, Lane, and Linn Counties.

This popular tour route utilizes Oregon Routes 242 and 126, and U.S. Highway 20. Access is provided to diverse recreational opportunities, views of outstanding mountain scenery, travel through stands of old growth Ponderosa pine and over a portion of an historic pioneer wagon route, while giving the traveler an opportunity to experience the beauty of the McKenzie Wild and Scenic River.

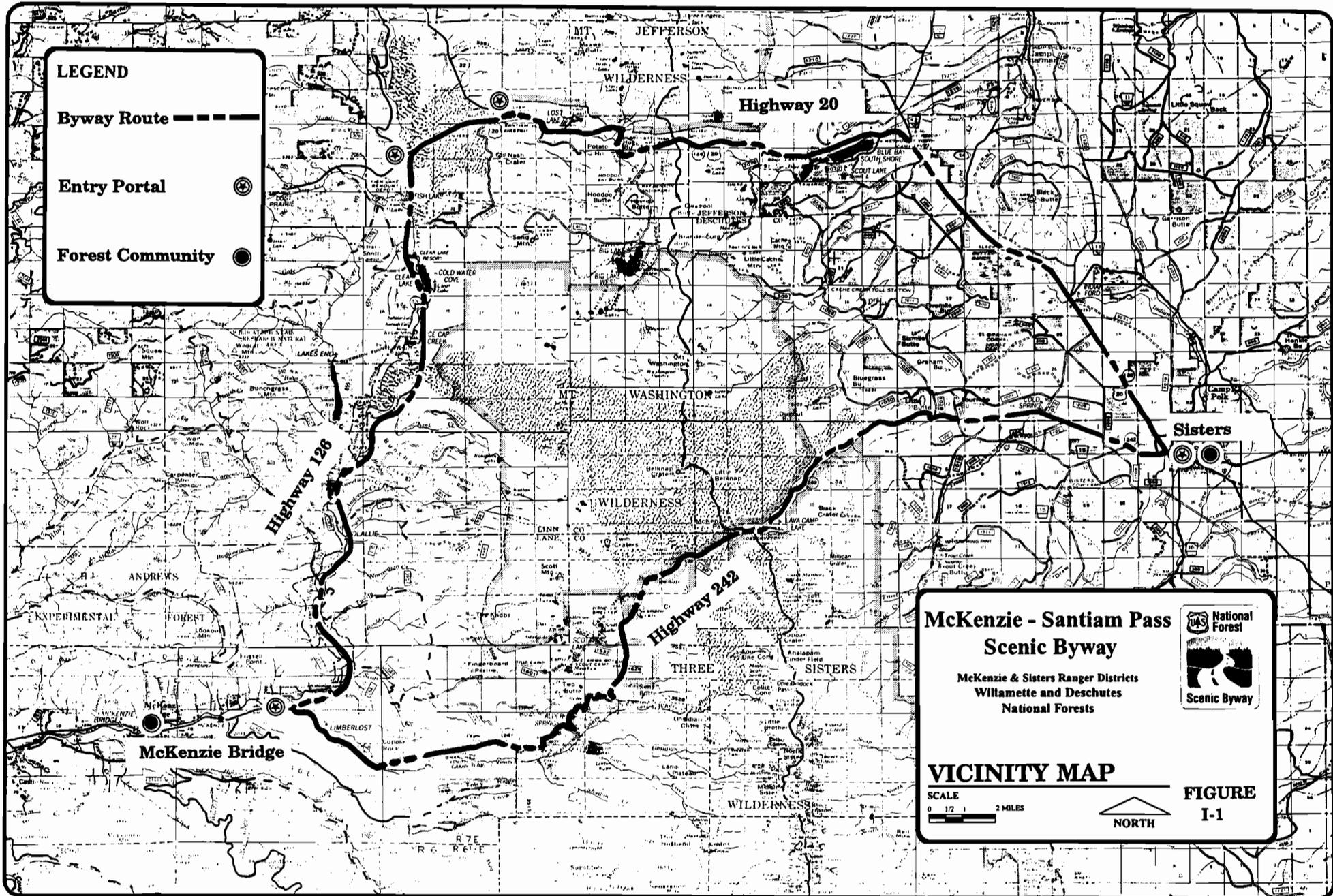
Oregon Route 242, the McKenzie Highway, has long been recognized by the USDA Forest Service, and the public in general, as being one of the state's premier scenic and recreational corridors. The significance of this route was formally recognized when the Oregon State Legislature, under provisions of Senate Bill 643 and the authority of the Oregon Transportation Commission, designated a major segment of the McKenzie Highway as a state Historic and Scenic Highway.

Recent Cascade Mountain volcanic activity, spectacular lakes, and vibrant fall colors draw thousands of visitors to the area each year. The heavily forested environment of this area stands in dramatic contrast to the extensive lava flows seen along the McKenzie Pass segment. In 1939 the McKenzie Highway was constructed to the standard seen today. Few changes have occurred in the intervening years.

However, during the summer of 1991 and 1992 the roadway surface was improved under a cooperative agreement with the Oregon Department of Transportation. Although the road surface was improved under this agreement, the roadway width, clearing limits, and basic character has been unchanged. A low-speed, highly scenic route remains and awaits those who seek to experience the landscapes of Western Oregon, the High Cascades, and Central Oregon. The Scott Wagon Road, a pioneer travel route through the Cascades, adds to the historic interest of this route.

The portion of U.S. Highway 20 between the community of Sisters, Oregon and the junction with Oregon Route 126 is a primary travel route between the Willamette Valley and Central Oregon. This segment of highway provides outstanding scenery, access to a number of both public and private summer and winter recreation sites, and serves an important role in the tourism of the Central Cascades area.

Oregon Route 126, the third distinct segment of the Scenic Byway route, parallels the beautiful McKenzie Wild and Scenic River. Along this route spectacular scenery, the McKenzie River National Recreation Trail, fishing, white water boating, campgrounds, viewpoints, and historic sites combine to make this segment of highway a delight for every type of recreational user.



LEGEND

Byway Route - - - - -

Entry Portal (circle with 'X')

Forest Community (circle with dot)

Highway 20

Highway 126

Highway 242

McKenzie Bridge

Sisters

McKenzie - Santiam Pass Scenic Byway

McKenzie & Sisters Ranger Districts
Willamette and Deschutes National Forests



VICINITY MAP

SCALE 0 1 2 MILES



FIGURE I-1

Chapter II Management Situation

CHAPTER II

MANAGEMENT SITUATION

INTRODUCTION

This Chapter summarizes the management situation and describes the immediate environment of the McKenzie Pass - Santiam Pass National Scenic Byway. The environmental factors discussed are those which are pertinent to public issues, concerns, and management opportunities of the Byway. The chapter begins with a discussion of the natural and cultural resources of both Forests, followed by a description of Forest Plan Direction and administrative jurisdictions present within the Byway, and ending with an account of public comment and participation in the Scenic Byway planning process. In addition this Chapter is augmented by specific resource topic discussions in Appendix X.

NATURAL RESOURCES

The McKenzie Pass- Santiam Pass National Scenic Byway is located in a landscape of outstanding scenic beauty and diverse natural features. Dramatic visible change, resulting from topographical and climatic fluctuations along the Byway route combine to create a dynamic range of landscape experiences for the traveler.

Dense coniferous forests, dramatic lava fields, spectacular views of volcanic mountains, lakes, rivers, marshes, and large areas of old growth Ponderosa Pines, combine to make scenic diversity one of the most significant factors for this area. The Byway links together the east and west sides of the Cascade mountain range. The moist climate on the west side creates dense, lush vegetation, in contrast, the east side is characterized by vegetation tolerant of dry conditions. The crest of the Cascades joining two sides is a transition environment where the effects of climate and elevation become clearly visible. Individual landscape elements as well as their sequential location along the road are both important factors in experiencing the natural and scenic resources of the Byway.

Different natural elements dominate the corridor and characterize the experience at various locations along the Highway. On Highway 20, large old ponderosa pines line the road and Black Butte towers to the north. A mixed conifer forest emerges around Suttle Lake and traveling further up Santiam Pass views of Mt. Washington open up to the south. Across the pass the vegetation changes to a dense, dark green forest characterized by water loving species, such as hemlocks, cedars and firs. South on Highway 126, travelers pass stands of old growth Douglas-fir, waterfalls, hot springs, lava fields, lakes and rivers. The climb eastward up highway 242 is through a thickly vegetated, narrow corridor. Here the road meanders a great deal and the speed of travel is slow. Upon reaching the summit, the landscape opens to dark black lava fields and spectacular views of the volcanic peaks along the Cascade range. There is little vegetation on the lava fields; however, the mixed conifer forest returns along the descent

eastward and eventually gives way to Ponderosa Pines at the lower elevations. It is the dramatic transition between these diverse natural environments that defines the uniqueness of the McKenzie Pass- Santiam Pass Scenic Byway.

Within the Byway area there are two geologic landscape character types, the Western Cascades and the High Cascades, providing broad panoramic views of shield volcanoes, cinder cones, lava flows, deep glaciated canyons and rock cliffs. A closer look at these provinces reveal bare rock ridges, old volcanic lava flows, streams, marshes, lakes and rivers. The geologically older Western Cascades, bordered on the East by the McKenzie Wild and Scenic River, hold a long history of repeated glaciations and active stream erosion, producing the highly dissected topography evident in the area.

To the east, the younger High Cascades were built up from a chain of broad, coalescing shield volcanoes, forming a gently sloping landscape. Glaciers have carved the higher elevation areas repeatedly, even as the mountains were forming. Distinct peaks that were highly modified by this glacial action include Mt. Washington and Three Fingered Jack. Present day glacial activity is still occurring on the higher peaks of Mt. Jefferson and the Three Sisters. Large landslides have formed newer lakes, altered drainages and created numerous uneven land forms, primarily in the Western Cascades.

Numerous lakes, waterfalls, rivers and streams that have resulted from various geological processes in the area. These water bodies contribute scenic beauty and often become a main focal point for recreation activities.

A variety of successive plant communities thrive in the byway environment. Their lush richness provides an outstanding array of recreational settings and resource values, including; wildlife habitat, soil stabilization for rivers and streams, oxygen and humidity production, shading, and cooling.

The vegetation of the byway can be grouped into several major coniferous forest series, including; Douglas-fir, grand fir, pacific silver fir, western hemlock, mountain hemlock, and ponderosa pine. Douglas-fir occupy primarily warm, relatively dry sites. Grand fir occur on dry, south-facing slopes and mix with pacific silver fir at upper elevations. The Western hemlock series reflect climatic conditions of a strong maritime influence. Mountain hemlock occurs at the upper elevations on both sides of the ridge between the Willamette and Deschutes National Forests. There is a mixed conifer transition zone dominated by true and Douglas-fir to the east of the ridge. This vegetation continues down to the dry, lower elevations around 3300', at which point ponderosa pines take over, as they are well suited to the short growing season and limited water.

Vegetation within the corridor of the Byway is managed with primary emphasis on scenic quality. The condition of the trees lining the road as well as those in distant views all affect the quality of scenic resources. In addition, fire history and current management affects the character of the plant communities along the byway. The mixed conifer forest to the east of the ridge is currently affected by the Western spruce budworm. Defoliation and greying of the vegetation is a significant component of the corridor along this stretch of the Byway. This infestation on both sides of the Cascades is creating new management challenges in terms of balancing scenery, forest health, and fire management.

Vegetation, geologic features and scenic quality are natural resources of highest significance to the Byway; however, fish and wildlife habitat and air and water quality are also important.

The Byway area provides diverse habitat for a variety of wildlife species. Old growth and mature conifer forests provide the habitat required by the northern spotted owl, pileated woodpecker and pine marten,

all ecological indicators of old growth stands. Surveys indicate the presence of Bald Eagle pairs within areas adjacent to the byways, this bird is currently on the threatened species list. Several other bird species are dependent on the dead and decaying trees that are a vital component of the forest ecosystems. Deer, elk and other game species within the Byway system are important to hunters, recreational viewers and photographers.

Other special habitat found along the Byway include meadows and caves. Meadows support foraging for elk, bear and deer and are the hunting grounds for predators, such as hawks, owls, falcons, coyotes and foxes.

Several native and naturalized fish species live in adjacent water bodies. The most abundant group, the Salmonidae family, provide spring chinook, winter and summer steelhead as the most important anadromous species. A sensitive species, native bull trout, exist only in the upper McKenzie River drainage, and brown trout persist in Leone and Linton Lakes. Hackleman Creek currently receives special protection for its rare species of cutthroat trout.

Another significant, but less obvious resource that contributes to the scenic and recreational attributes of the Byway is air. Clean air, as a renewable resource, is influenced by a number of factors, including weather, topography and emission sources. Smoke from prescribed burning causes the most notable impact to air quality. As a result, visibility is monitored on a continuing basis in a cooperative effort by the DEQ, National Park Service and the Forest Service.

CULTURAL RESOURCES

Several prehistoric and historic sites within the Scenic Byway area, along with scattered artifacts, make up a rich cultural history of former ways of life in the Oregon Cascades. Many sites have been lost or degraded due to such environmental processes as weathering, erosion and fire. Development and maintenance of recreational sites, facilities and transportation routes have also contributed to some loss of historic data. Primary protective measures to preserve cultural properties have been to maintain confidentiality of specific prehistoric site locations, to direct public use away from archaeological properties, and periodic monitoring of sensitive areas. Public education is used to promote awareness and protection of prehistoric and historic sites.

Human use of lands and resources in and around the Scenic Byway extends over an estimated 8,000 years. The Molalla, Kalapuya, Tenino and Northern Paiute indian tribes were all inhabitants within or adjacent to the byway. Several American Indian sites are documented throughout the area, including toolstone quarry, habitation sites, seasonal camps, trails, food gathering areas, peeled bark trees, rock shelters and religious sites.

Since the 1800's, Euro-American settlers, miners, trappers and loggers used the lands and adjacent resources. Remnants of this historic use include trails, wagon roads, railroad grades, homesteads, cabins, sheep camps and mines. The physical remains of early Forest Service administrative sites include cabins, guard and ranger stations, trails, lookouts, and Civilian Conservation Corps (CCC) recreation and administrative structures.

Remnants of several Wagon Roads that crossed the area of the Byway are known and located, including the Santiam, Scott, Wiley, and McKenzie Wagon Roads. Interpretive efforts are currently underway on portions of the Santiam Wagon Road on the West side of the Cascades.

Several CCC era administrative and recreational structures exist within the Byway. These structures include Lava Camp Lake Shelter, Suttle Lake Buildings, the Fish Lake Remount Station, Santiam Lodge, and the Whitebranch Lodge. The Fish Lake Remount Station, Santiam Lodge, and the Whitebranch Lodge are currently in the process of being nominated to the National Register of Historic Places. In addition, the historic Santiam Wagon Road is eligible for nomination to this register.

Limberlost Campground and Frog Camp, located on Highway 242, are notable prehistoric hunting and gathering sites and present opportunities to gain awareness of the areas prehistoric people and the understanding of the Byway's historic past. Dee Wright Observatory, a popular destination on the top of Highway 242, was constructed in 1935 by the CCC, was named for Dee Wright (1872-1934) who was a Forest Service packer for 24 years.

At Windy Point there are the remains of activity related to the historic period of the wagon road through the area. The Cold Springs site is a complex of primarily prehistoric remains of campsites and some evidence of historic use. The Glaze Meadow - Black Butte Swamp area contains numerous prehistoric sites of an undetermined time period or purpose. The Suttle Lake area has several large prehistoric sites from about 3400 to 8000 years of age in a context that should provide good preservation.

The Suttle Lake area includes several historic structures and buildings from the depression and CCC eras with excellent interpretive opportunities in conjunction with developed recreation sites around the lake. The prehistoric sites are an excellent resource for universities to conduct field work and research and for public participation in archaeological excavations of a fairly large scale.

The Cold Springs area contains prehistoric remains that are being destroyed at an unknown rate while little is yet known about the prehistory of the area. A testing plan and data recovery plan could provide a basis for a Passports In Time (PIT) project including public participation in archaeological excavations. From such a project the campground could become a focus for cultural resource interpretation and a source of knowledge and enjoyment for the general public.

The Highway 20 portion of the Scenic Byway route is the primary link for recreation between the Willamette Valley and Eastern Oregon. The Byway route is an important recreation facility in and of itself, serving as access to a wide variety of recreation opportunities in the Willamette and Deschutes National Forests. Driving for pleasure, photography, picnicking, hiking, wildlife viewing, and general exploring are popular activities facilitated by the Byway. The Byway accesses forest trailheads, campgrounds, resorts, snow-play and ski areas, rivers, lakes and reservoirs, Wilderness, and a wide variety of dispersed recreation areas.

Recreation and tourism industries, important to both Western and Central Oregon, have become essential in recent years. Winter and summer recreation have contributed an element of stability to offset fluctuations in wood products, and growth in the recreation sector is expected to continue. Communities such as Sisters are dependent primarily upon forest based recreation activities and rural recreation and residential communities adjacent to the Byway for their livelihood.

Both Forests provide a wide range of dispersed recreation activities along the Byway route, including: river oriented activities within the McKenzie Wild and Scenic River corridor; off-road vehicle use in

the Santiam Pass Recreation Area; hiking and camping within surrounding Wildernesses; and hiking and sightseeing from numerous trailhead locations.

The existing non-Wilderness trail system is the basic off-road facility that serves hikers, horseback riders, hunters, motorized trail bike and mountain bike enthusiasts for access to many areas in the Scenic Byway, including the Pacific Crest National Scenic Trail, the Metolius Windigo Horse Trail and the Black Butte Trail.

Wilderness areas are accessible from the Black Crater, Matthieu Lakes and the Pacific Crest trails. Although these are popular access points an inventory in 1988 revealed that resource and social impacts exceeded wilderness management standards on 60% of the campsites and many of the trails in the three Wildernesses accessed by these trails. Trends indicate that day use is increasing and overnight camping is becoming less popular in these areas, due in part to a close proximity to growing urban populations.

Nearly half of the total recreation in the Byway is associated with developed recreation sites, many located along or near the main travelways. Primary issues for management of these recreation sites includes determining capacity needs, reconstruction of outdated facilities, vegetation management, and the accommodations for barrier free use.

Camping and picnicking is provided for at several locations including Indian Ford, Cold Springs, Fish Lake, Clear Lake, Big Lake, Ice Cap Creek, and Paradise Campgrounds. Campgrounds without picnic areas are also provided along the Byway. They include: Suttle Lake, Lava Camp Lake, Fish Lake, Lost Lake, Trailbridge, Ollalie, Coldwater Cove, Scott Lake, Limberlost, and Alder Springs campgrounds.

Developed recreation opportunities and facilities are also provided under special use permit, including The United Methodist and Tamarack camps at Suttle Lake, Whitebranch Youth Camp on Highway 242 and Clear Lake Resort on Clear Lake. Black Butte is a major resort located near the town of Sisters. Several smaller resorts and private campgrounds catering to overnight travelers are also accessible from the Byway, including Camp Davidson, Blue Lake Resort, and Camp Yale.

Opportunities are provided, in addition to picnic areas, campgrounds and summer resorts facilities for a wide range of winter use activities within the Byway. A shared use corridor for snowmobiling and nordic skiing is provided over portions of the McKenzie Highway. Snow-Parks within the Byway include, Corbett, Bluegrass Butte, Potato Hill, Ray Benson, Ikenick, Little Nash Crater, Blue Lake, and Santiam Pass. Snow play, including skiing, snowmobiling and sledding are all important winter recreation activities that are accommodated within the Byway.

ADMINISTRATION AND MANAGEMENT

The primary mission of the Forest Service, in conjunction with other agencies who have jurisdiction over specific areas within the Scenic Byway, is to provide a diversity of goods, services and opportunities desired by the public consistent with Forest Plans, and Scenic Byway Goals. These include sustainable supplies of clean air, clear water, wood fiber, interpretation and education, wilderness access, quality hunting and fishing, along with hiking, camping, and scenic driving. While providing this diverse range of goods, services and opportunities to forest users, administration is necessary to ensure public health, safety, resource and wildlife protection, and innovative and thoughtful land management practices.

While Byway management responsibility lies with the U.S. Forest Service, administration of the Byway roads and adjacent lands is under several jurisdictions including Forest Service, U.S. Fish and Wildlife, Federal Highways, Oregon Department of Transportation, the Counties, the City of Sisters and private land owners. Several residential subdivisions located near Sisters are accessible from the Byway. Numerous opportunities exist for Byway management partnerships between the various management entities. The Forest Service (Willamette N.F. and Deschutes N.F.) manage lands outside highway rights-of-way under forest plan direction.

Transportation facilities are managed in conjunction with the Oregon Department of Transportation, (ODOT). A memo of understanding was created in 1990 that documents a cooperative agreement between ODOT, as a special use permittee, and the Forest Service. This agreement provides for the cooperative planning, survey, design, construction, reconstruction, improvement and maintenance of Forest Development Roads. Under this agreement, a specific agreement was written to facilities the recent restoration of Highway 242. The Forest Service and ODOT continually work together in resolving signing issues, seasonal closures of Highway 242, and roadside maintenance of the highway system. Public health and safety are also concerns for both the Forest Service and ODOT. Providing accessible rest rooms and related sanitation facilities is considered, along with providing other public services.

The City of Sisters and county zoning regulations influence management of areas of private and non-federal lands. Private land owners manage facilities adjacent to the Byway including Blue Lake Resort, Black Butte Resort, Belknap Springs and Camp Yale. Some lands viewed from the Byway are owned and managed by Willamette Industries.

The U.S. Fish and Wildlife Service plays a major role in the management of habitats for spotted owls and bald eagles.

Facility and vegetation management by the Forest Service has the greatest significance to Byway users. Recreation facilities under Forest Service management currently provide a wide range of outdoor recreation opportunities. Landscape Management, a primary function of the Forest Service, includes enhancement and improvement of scenic values, and rehabilitation of selected areas aimed at improving forest health in line with the Standards and Guidelines of Forest Plans and the Scenic Byway Management Strategy.

There are three hydroelectric generating reservoirs located along the byway route that were constructed during the early 1960's to link the McKenzie and Smith Rivers. Trailbridge, Smith and Carmen Reservoirs are currently under the jurisdiction of the Eugene Water and Electric Board (EWEB). EWEB has worked closely with the Forest Service to provide input on such issues as sedimentation, water quality, fish habitat concerns and as a valued partner in recreation oriented and fish habitat improvement projects.

FOREST PLAN DIRECTION

The Land and Resource Management Plans for both the Willamette and Deschutes National Forests provide overall direction for resource management within the Byway. Management direction is provided in the form of Forest Wide and Management Area standards and guidelines. The Scenic Byway Strategy serves to guide, implementation of this direction through: specific descriptions of the Byway's desired future condition; project identification; and establishing the relative priority of potential project activities

for each management element of the Byway Strategy. The Byway Strategy does not stand alone as a document to secure the desired goals and future conditions of the area. Specific Forest Plan direction for each management area also determines priorities, direction and objectives, for management of this area of the Willamette and Deschutes National Forests.

Forest Wide Standards and Guides for the Willamette National Forest state that "Implementation guides shall be prepared for each National Forest Scenic Byway, describing the site specific management objectives, enhancement program, and other acceptable uses and activities" (FW-074). In addition FW-075 discusses project planning, implementation and monitoring required to maintain scenic quality and recreation objectives for designated Scenic Byway corridors. The Plan also states that "Scenic Byway designation of these travel routes does not preclude other activities such as creating new views or vistas; interpretive programs, wildlife management programs, meadow habitat improvements or timber harvesting". (Page III-119, Willamette LRMP)

The Scenic Byway Management Strategy recognizes the various management areas within the Byway and addresses the relationship of conflicting uses or activities. Areas managed for bald eagle, spotted owl and Wilderness and Wild and Scenic Rivers as well as other management areas will require special consideration and coordination with other Plans during planning and implementation of Byway management activities. This is especially true of the transition of management and use from the transportation systems to adjacent Wilderness areas.

Plans for both forests and the Byway Strategy address one of the most important elements of Byway lands, that of scenic quality. Management of scenic quality on both Forests emphasizes the highest scenic quality standards for lands along the Byway route. The Forest Plans assign most of the Byway route to scenic resource management areas or to other types of management areas which emphasize a high level of scenic quality (See Figure III-1)

In addition to scenic resource management areas several other management areas occur through out the Byway . They include Wilderness, Wild and Scenic Rivers, Old Growth Groves, Research Natural Areas, Special Interest and Special Wildlife Habitat Areas, and Dispersed Recreation Areas to name a few (See Figures III-1). A Complete description and a map display of each management area within the Byway is included in the Deschutes and Willamette National Forest Plans.

Future trends outlined in forest plans highlight the increasing concern for scenic quality as the demand for recreational opportunities also increase. As greater numbers of Forest users expect attractive and pleasing environments, the quality of view from recreation sites, scenic travelways, and prominent viewpoints will also become increasingly important. (Page III-119, Willamette LRMP)

PUBLIC COMMENT AND PARTICIPATION

The Scenic Byway Management Strategy is envisioned as a management framework, created through public participation, where the concept of management flexibility is preserved to permit adjustment to changing budgets, public concerns and resource conditions. Public participation and comment have played a significant role in the planning process toward achieving this end. In addition, a major objective of the Byway planning process was to utilize public comment and participation to help identify what topics areas the Strategy document should address as well as to seek out "hands on" volunteer participation in the development of its content.

Information Gathering Sessions

Initial activities to involve the general public, other agencies, business owners, interest groups and community organizations, included a series of open house information gathering sessions. Open-house sessions were conducted to seek out public issues and concerns related to development, maintenance, and protection of various aspects of the Scenic Byway loop. Of particular interest was the public's perception of what would constitute an appropriate level of development in relation to maintaining the user's experience of the areas existing character, as well as where and what types of potential development would be most beneficial in serving public needs. On two separate occasions during the planning process information gathering sessions were held in McKenzie Bridge, Blue River, Sisters and Eugene/Springfield.

The first round of information gathering sessions focused on providing the public with a background on the Scenic Byways Program. Included was a briefing on program goals, the purpose of the Byway planning effort, an overview of the proposed planning process and schedule and a sharing of public issues and concerns related to the potential use, development and management of the scenic byway corridor. The comments received during this round of sessions are summarized at the end of this Chapter.

A second round of sessions focused on an up-date of planning activities, a display of information collected during the planning process and review and comment on the proposed Scenic Byway Management Strategy. Comment was sought on the desired future condition of the Byway including proposed interpretive themes, general location of interpretive sites and other recreation use facilities and opportunities as well as resource or area protection and enhancement measures.

This second round of open house sessions provided: a sharper focus of the public's views and preferences about use, potential development and management of the scenic byway corridor; and constructive comment for finalizing the proposed Scenic Byway Management Strategy.

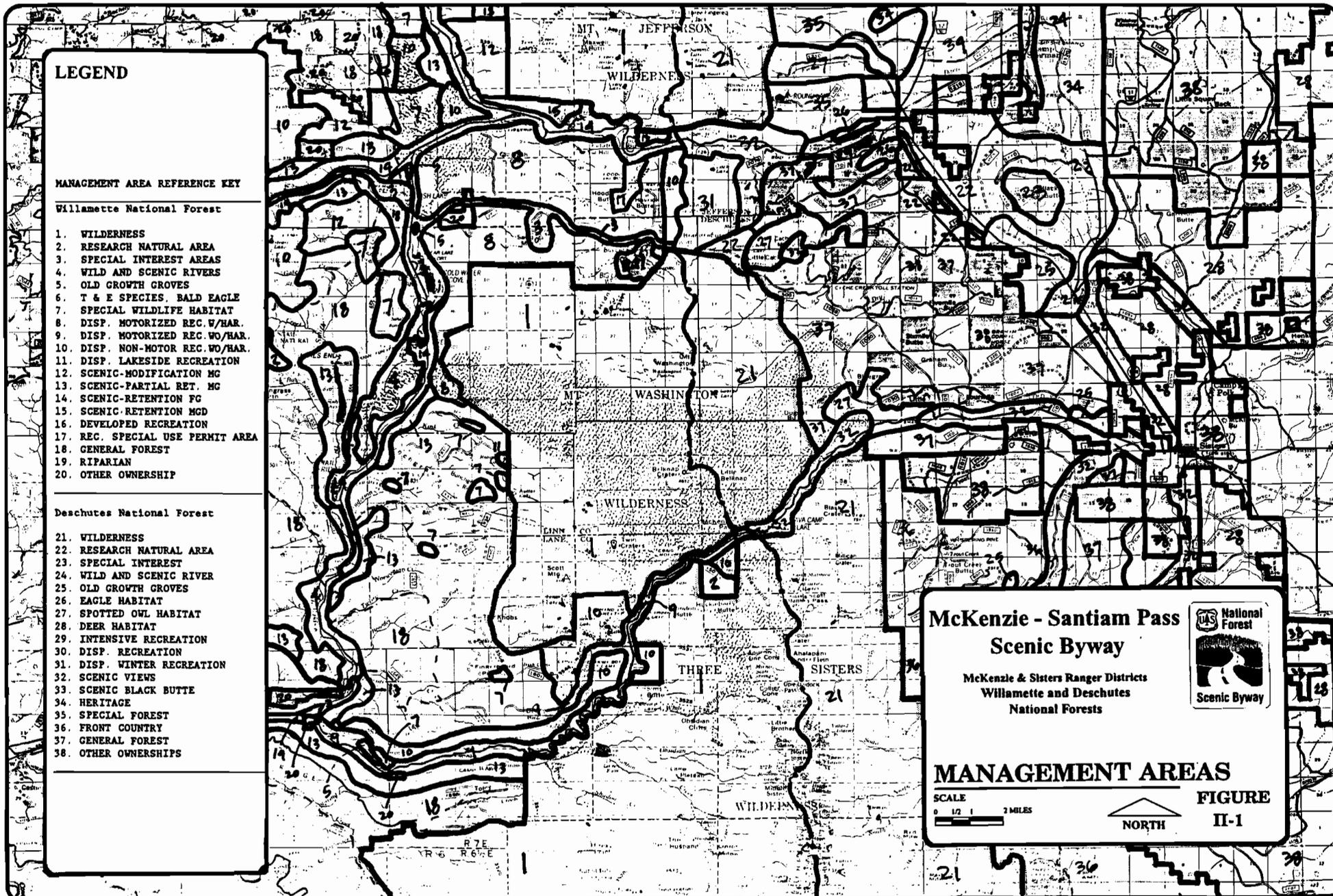
Planning Workshops

To realize a commitment of public participation in the Byway planning process volunteers were sought to assist Byway planners in a "hands on" strategy development workshop. Participants assisted in structuring and describing significant aspects of the Byway Strategy during three one day workshop sessions. Workshop participants were composed of volunteers from the general public, other agencies, interest groups, home and business owners, and community organizations, who held a keen interest in the management and future of the McKenzie Pass - Santiam Pass Scenic Byway.

Participants worked in two groups of five with the aid of skilled facilitation and Scenic Byway Planners, to define the structure and the general content of the proposed Byway Management Strategy. The workshop process provided two initial strategies as a basis for developing a draft Byway Management Strategy for public review. Following reviews by workshop participants and Forest Service personnel a Draft Byway Management Strategy was released for public review and comment. The public's response to the Draft Strategy was received during the second round of information gathering sessions described above. The specific comments recorded during this round of sessions are included at the end of this Chapter.

Document Revision and Review

Following the second round of sessions to gather public comment and concerns the Draft Byway Strategy was revised to incorporate this latest input and circulated for Forest Service Staff and Resource Specialist review. Subsequent to this Final Forest Service review the Scenic Byway Strategy was revised to its present form.



- LEGEND**
- MANAGEMENT AREA REFERENCE KEY**
- Willamette National Forest**
1. WILDERNESS
 2. RESEARCH NATURAL AREA
 3. SPECIAL INTEREST AREAS
 4. WILD AND SCENIC RIVERS
 5. OLD GROWTH GROVES
 6. T & E SPECIES, BALD EAGLE
 7. SPECIAL WILDLIFE HABITAT
 8. DISP. MOTORIZED REC. W/HAR.
 9. DISP. MOTORIZED REC. WO/HAR.
 10. DISP. NON-MOTORIZED REC. WO/HAR.
 11. DISP. LAKESIDE RECREATION
 12. SCENIC-MODIFICATION MG
 13. SCENIC-PARTIAL RET. MG
 14. SCENIC-RETENTION FC
 15. SCENIC-RETENTION MGD
 16. DEVELOPED RECREATION
 17. REC. SPECIAL USE PERMIT AREA
 18. GENERAL FOREST
 19. RIPARIAN
 20. OTHER OWNERSHIP
- Deschutes National Forest**
21. WILDERNESS
 22. RESEARCH NATURAL AREA
 23. SPECIAL INTEREST
 24. WILD AND SCENIC RIVER
 25. OLD GROWTH GROVES
 26. EAGLE HABITAT
 27. SPOTTED OWL HABITAT
 28. DEER HABITAT
 29. INTENSIVE RECREATION
 30. DISP. RECREATION
 31. DISP. WINTER RECREATION
 32. SCENIC VIEWS
 33. SCENIC BLACK BUTTE
 34. HERITAGE
 35. SPECIAL FOREST
 36. FRONT COUNTRY
 37. GENERAL FOREST
 38. OTHER OWNERSHIPS

**McKenzie - Santiam Pass
Scenic Byway**

McKenzie & Sisters Ranger Districts
Willamette and Deschutes
National Forests



MANAGEMENT AREAS

SCALE 0 1/2 1 2 MILES

NORTH

FIGURE II-1

**Summarization of Public Comments
McKenzie Pass - Santiam Pass Scenic Byway**

Round One-Information Gathering Sessions

By

Generalized Subject

MARKETING

1. Utilize existing rest areas as marketing opportunities.
2. Promote points of interest in near proximity to the Scenic Byway
3. Coordinate and promote byway points of interest through publications and guides of other agencies, organizations and groups.
4. Utilize FS administrative facilities as a first line of of communication to to provide information about the Scenic Byway.
5. Utilize brochures, maps and publications of FS and other agencies to market Byway opportunities.
6. Consider the use of Byway graphics for marketing commercial services and facilities.
7. Promote use in a manner consistent with the sensitivity of area resources, user capacity and public expectations.

RESOURCE PROTECTION

1. Maintain the large and old growth trees within the area.
2. Coordinate between east and west side the harvest schedules and the screening of harvest treatments with along the Byway.
3. Create and maintain desirable viewpoints through thinning of trees and the removal of brush.
4. Consider and avoid the affects from resource extraction and other commercial operations.
5. Avoid the secondary affects of increased use on established uses of adjacent lands along the byway.

6. Avoid affects to sensitive resources, points of interest, or habitats from enhancement activities.
7. Assess and avoid potential contributing affects to wilderness resources and management goals and objectives.

PLANNING PROCESS

1. Ensure coordination with other agencies, interest groups and chambers of commerce.
2. Incorporate the needs of cyclists to the extent feasible.
3. Provide opportunities for interested publics to review resource inventories and related information and to tour the byway loop prior to workshop sessions.
4. Provide a listing of projects, timeline and estimated costs for byway strategy proposals.
5. Maintain continued public participation in byway planning, development and management activities.

HIGHWAY RELATED

1. Avoid windthrow hazards due to leaving of shallow roadside screens.
2. The Byway management strategy should specify coordination needs with state highway department on an annual basis for maintenance activities and on the six year improvement plan.
3. Pursue re-surfacing of highway 242 for segments below lower snow gates on both ends of the the highway.
4. Retain the roadway character of highway 242 as it currently exists.
5. Pursue posting of a designated speed limit on 242.
6. Improve access, visibility, appearance, safety and maintenance of highway structures, facilities, and points of ingress and egress.
7. Determine the relationship of roadway capacity and potential affect on adjacent lands, resources, and user experiences.

FOREST PLAN AMENDMENTS

1. Consider the needs for amendments to the Forest Plans

ECONOMIC CONSIDERATIONS

1. Describe and clarify FS role and responsibility for maintaining stability of dependant communities and how the Scenic Byway process may contribute to economic development and diversification.
2. Identify a wide range of funding sources to accomplish individual projects and overall Byway proposals.

PUBLIC SERVICES

1. Identify the type and location of public services, including telephone locations and over night accommodations.
2. Consider providing a wide range of public services and facilities at selected locations consistent with Scenic Byway goals and with the character of the McKenzie Pass - Santiam Pass Scenic Byway.

BYWAY OBJECTIVES

1. Provide visitors a variety of recreational opportunities and activities that encourage exploration of the area and provides quality experiences.

FACILITY LOCATIONS

1. Locate facilities and pull-outs to take advantage of significant and outstanding interpretive or recreational opportunities along the Byway, such as Hogg Rock and selected snow-park sites.

INTERPRETATION

1. Consider use of staffed interpretive facilities through partnerships and volunteers.
2. Provide portal interpretive facilities or centers at byway portals.
3. Consider the use of an audio tape guide together with maps and brochures as a means to minimize the need of signing along the byway.
4. Identify and highlight on maps and brochures significant viewpoints that lie beyond the immediate byway corridor.

5. Utilize opportunities to inform and educate the public on how to protect forest lands and resources.
6. Utilize the areas wide variation in natural and cultural resources as a basis for interpretation including such special features as the McKenzie, Scott, and Santiam Wagon Roads.

TRAILS

1. Consider expansion and development of the overall trail system to include, interpretation, trail and trailhead relocation and the development of short hikes from the byway as appropriate and in compliance with management area direction.
2. Provide for improved trail access, signing, interpretative signing, and the identification of trail locations in brochures consistent with specific management area objectives.

SIGNING

1. Assure signing is consistent throughout the byway loop and is in compliance with state highway standards and cooperative agreements.
2. Recognize the need for advance signing for notification of services, facilities, and points of interests.
3. Provide signs that accommodate the need to read major information from within passenger vehicles.
4. Provide signing that addresses travel limitations or restrictions of trucks and travel trailers traffic on highway 242 between the junctions of 126 and 242 and 20 and 242.

PUBLIC HEALTH AND SAFETY

1. Consider improvement of access to Dee Wright Observatory to accommodate safely a wider spectrum of users.
2. Provide toilet facilities and litter disposal sites at strategic locations along the byway route with consideration of seasonal use needs.

Compilation of Public Comments
McKenzie Pass - Santiam Pass Scenic Byway
Round Two-Information Gathering Sessions

By

Meeting Location

EUGENE/SPRINGFIELD-RED LION MOTOR INN - 3-10-92

1. Concern about increased access to trails Wilderness portals from development and enhancement of Scenic Byway - need balance.
2. Concern about possible road widening for RVs and large vehicles.
3. Dee Wright rest rooms need improvement.
4. Bicycle issue needs to be dealt with...it's currently a scary situation.
5. Bicyclists...give warnings and post speeds.
6. Improve vistas esp. Sisters view from 242.
7. Proliferation of marks on road.
8. Alder Springs--something needs to be done here.
9. Make the availability of water on 242 a high priority.
10. Interpretation--Old Scott Road, don,t change Dee Wright, Natural History,--work on points of interest.
11. Get Highway 242 open earlier.
12. Lost Creek--enhancement, development wonderful.
13. Signing not as complex, good for early implementation. Proliferation--elimination, example are tour route signs.
14. Like what we see...do minimum, people have to work at it...don,t make it too easy...natural.
15. Mt. Bike concerns on hiking trails.
16. Feasibility of rest area at junction of Highways 20 and 126.

MCKENZIE RANGER STATION - 3-11-92

1. Concerned about loosing the value of the Byway due to hope for economic salvation.
2. Fixing Dee Wright is the number one priority.
3. Accessibility of Dee Wright is probably in conflict with historical values.
4. We Have no pull-offs to view the river--this should be a priority. Make a pull-off viewpoint away from highway near 126/242 portal. Objective: close to river but away from the highway.
5. Define the limits of the Byway boundary and where the byway governs and the forest plan governs management (a jurisdictional and organizational issue on the relationship of planning levels).
6. People are looking for scenery, not history solely, each site should have some.
7. Have a limited number of high quality stops. Get first phase on the ground then look at use and need for additional sites and facilities.
8. The whole spectrum of opportunities should be offered to the public.
9. On 242, little to no more interpretive signs.
10. Identify Proxy Falls better.
11. Portal development is a high priority. Map would be an important part with interpretive materials.
12. Need to have some method to identify vehicles that are over 35 feet in length.
13. Highlight in document what the assumed market is to focus effort.
14. Look at who users are and what the want.
15. Look at seasonal variations in visitor use as a basis for planning.
16. Include enough in brochures so that signs can be minimized.
17. Fish Lake can be used for historical interpretation for areas other than Fish Lake.
18. Maintain in natural state--No vista clear cuts like those of the 1940s.

19. No guardrails on 242--replace original 8 x 8 white posts.
20. Clarify that 242 would not have vertical or horizontal alignment changed.
21. Don't over do interpretive sites.
22. Windy Point should not be widened to the outside of the curve or have interpretation at the site....just the existing view.
23.
 - a. Define specifically the objective as item number one on page one.
 - b. Define principle market (day trippers from Eugene and Bend?) and tailor Byway to them in terms of number of stops and type of pull -outs.
 - c. Rate scenic?interpretive stops in terms of scenery, vegetation, Forest management, water and limit turn-outs to a few having major interest. Have 2nd class for special interest.
 - d. Define jurisdictional/Physical scope of Byway vis a vis Forest management, recreation.
 - e. Get the first phase (maybe only 5% of total wish list) on the ground in operation and see what the demand and USAGEe is before proceeding with additional development.

SISTERS RANGER STATION - 3-12-92

1. Define and implement with ODOT the types of vehicular travel allowed on the Byway (i.e. - No trucks on 242, No double trucks or more than "x" axles allowed on 126 and the Scenic Byway portion of highway 20).
2. Sisters KOA is not on the Byway -- Drop from list.
3. Don't want to encourage traffic into the Metolius basin as a result of the Byway strategy.
4. Would like to see services developed at presently developed sites (Hoodoo).
5. Need to start considering providing "large" trees for the future - perpetuate large trees - no replacements.
6. Is an expanded program of interpretive trails (esp. Black Butte Trailhead, OGG) inconsistent with current discussions (presumably with the Sisters District)?
7. Is a laundry/shower facility at Camp Sherman appropriate? Drop based on current concerns in the area.

8. Add Big Lake to the shower/laundry facility list of sites.
9. Consider bike trails from sisters along the Highway 20 but off highway proper.
10. "Portal" meaning is confusing.
11. Avoid commercialization of the Byway.

PRIORITIES - Suggested priorities for implementation of potential projects and management activities identified during the session held at the Sisters Ranger Station.

Entry Portals:

1. Keep simple.
2. Start with kiosks.
3. Don't over encourage.
4. Natural looking.
5. Co-locate with Chamber of Commerce
6. Provide interpretive information at well developed portal to minimize the need for signing along the Byway.

Scenic Quality:

1. Improve what we have first.
2. Promote Adopt-A-Highway Program for sections of the Byway.
3. As listed.

Interpretation:

1. Start with existing scenic, historic, and Forest management situations.
2. Indicate situation of site in the interpretive information - type of experience to expect.
3. Look at interpretive site opportunities off Indian Ford junction (i.e. - alternative location for Black Butte lookout).

Recreation:

1. Mark and maintain trailhead markers.
2. Bike trail parallel to Highway 20.
3. Discourage unofficial roadway travel of unimproved roads (those that access highway 20 from the adjacent forest).

Signing:

1. Stick with light colored signs--easier to read than the dark background signs.
2. Existing signing is too much--consolidate and reduce.

Public Safety:

1. Solve the odor problems.
2. Keep the bike paths off the Highway.

Transportation:

1. Expand concern for size, and speed of vehicles on highway 242 to include the total Byway.

Chapter III Management Strategy

CHAPTER III

SCENIC BYWAY MANAGEMENT STRATEGY

INTRODUCTION

The McKenzie Pass - Santiam Pass Scenic Byway Management Strategy described below seeks to manage resources and opportunities of the Scenic Byway in a manner that: 1) ensures Forest health and public safety; 2) accommodates a wide range of uses; 3) engages partnerships with other agencies and community organizations; and 4) is dedicated to the maintenance of those natural and cultural attributes that characterize the Byway landscape and provide enjoyment to the recreating public.

This strategy consists of a general description of the desired future condition of the Byway and of seven separate elements. For each of these elements potential projects and management activities are identified in three priority groupings. Potential projects and specific activities listed by priority group represent the basis for realizing the desired future condition of each strategy element and ultimately the future condition of the Scenic Byway. Priority group descriptions identify the general emphasis of each strategy element and help guide selection and implementation of Byway management activities over time.

The strategy outlined here is not intended to be a final decision or plan to implement a specific set of projects. It is rather a guiding framework within which an array of potential management opportunities have been grouped in order of their relative importance by strategy element. Management opportunities are provided in the form of activities and projects that may be implemented by priority group over an undefined period of time to achieve the desired future condition of the Scenic Byway. Implementation of specific activities and projects will follow appropriate NEPA process requirements, including public involvement.

SCENIC BYWAY PROGRAM GOALS

The development of the McKenzie Pass - Santiam Pass Management Strategy has been guided by the goals established for the National Forest Scenic Byways Program. The goals were identified to guide management of travel routes which traverse areas of outstanding aesthetic, cultural, historic, or interpretive value and where the surrounding landscape contains those elements which comprise outstanding scenic vistas and facilities for enjoyment of area attributes.

The goals of the National Scenic Byways Program are to: 1) showcase outstanding National Forest scenery; 2) increase the public's awareness of the National Forests as a major supplier of outdoor recreation opportunities; 3) increase the public's awareness and understanding of National Forest activities; 4)

meet the growing demand of driving for pleasure as a significant recreational use; 5) increase the use of National Forest by non-traditional users, including urban minorities, the disadvantaged, the altered, and the elderly; and 6) contribute to the advancement of the Nations overall Scenic Byways Program.

DESIRED FUTURE CONDITION

The desired future condition of the McKenzie Pass - Santiam Pass National Scenic Byway is one in which: 1) the prevailing scenic quality of the Byway environment is maintained and enhanced for the enjoyment of the traveling and recreating public; 2) the abundant natural and cultural resources of the area are fully interpreted to celebrate and reveal a rich and colorful history to an interested public; 3) a diverse range of recreational needs and preferences are accommodated throughout the Byway from a broad spectrum of developed and dispersed recreation settings; 4) visitors of all ages and abilities are accommodated in a barrier free manner; 5) the presence of recreation facilities, signing, roadway structures, utility and maintenance developments, and resource management activities appear subordinate to the character of the Byway landscape; and 6) the traveling and recreating public's need for basic public services information, including the location of emergency services, telephones, food, water, toilets, gasoline, and lodging, is served at entry portals and selected sites along the Byway route.

MANAGEMENT STRATEGY ELEMENTS

The structure of the Scenic Byway Management Strategy is organized around seven elements, including: 1) Byway entry portals; 2) scenic quality; 3) interpretation; 4) recreation; 5) signing and design guidelines; 6) public safety, services, and sanitation; and 7) transportation. Each of the strategy elements is composed of a desired future condition description, three priority group emphasis statements, and related projects. Future condition statements for each element portray a desired state for the various aspects of each strategy element. Each priority group emphasis statement describes more specifically how management efforts should be directed to realize desired conditions, and projects listed by priority group are the means of realizing specific Byway management needs and goals

ELEMENT ONE - ENTRY PORTALS

The desired future condition of the Scenic Byway entry portals is one in which 1) visitors are welcomed to the Byway and the Forest through clearly identified and attractively designed facilities; 2) useful information and interpretive material is provided to enhance understanding and enjoyment of the area; 3) the number of facilities, extent of development, staffing, visitor services, and information and interpretive programs is based on public interest and need identified through periodic monitoring activities; 4) facilities are designed to accommodate barrier-free use wherever possible; and 5) facilities are compatible in design character, including materials and color, with the general theme of the Scenic Byway and with the surrounding Forest environment.

Priority One

Management activities will be directed toward several considerations. These include: 1) establishing interim sites to provide Byway information while permanent portal facilities are being planned; 2) providing essential information regarding public services, travel safety, recreation sites and opportunities, and other points of interest along the Byway route; and 3) providing adequate signing and sign maintenance to clearly identify Scenic Byway route segments and points of entry. Management activities in this priority group include the following list of potential projects:

1. Establish interim entry portals at the McKenzie and Sisters Ranger Stations to provide Byway information while permanent facilities are being developed (See Figure III-1 for site locations).
2. Develop essential information regarding public services, travel safety, and recreation sites and opportunities for distribution at interim portals sites.
3. Establish preliminary signing to define Byway system and to identify entry portals. Provide uniform Byway portal identification at the junctions of State Highway 126 and State Highway 242; State Highway 126 and U.S. Highway 20; U.S. Highway 20 and U.S. Highway 22; and U.S. Highway 20 and State Highway 242. Appropriate notice to travelers of their approach to Scenic Byway portals should also be provided.
4. Seek partnerships with the State Highway Commission, counties, and Chambers of Commerce to assist with development of portal facilities.
5. Enhance the landscape setting at each highway junction along the Byway with priority given to the Sisters and McKenzie portals.
6. Initiate planning and design of permanent portal facilities, including an entry sign structure, at the junctions of Highways 126 and 242, and at the Junctions of Highways 242 and 20. A third portal facility may be considered near the junctions of Highways 20 and 126. (See Figure III-1 for site locations).

Planning for entry portals will consider the following items: portal sign structure, information and display kiosk, off-road parking, public public service and first aid information, trash disposal, information and map displays, public telephones, and rest rooms. As a prerequisite to the site planning process, design guidelines will be developed for all potential site elements such as structures, signs, traffic barriers, etc.

Priority Two

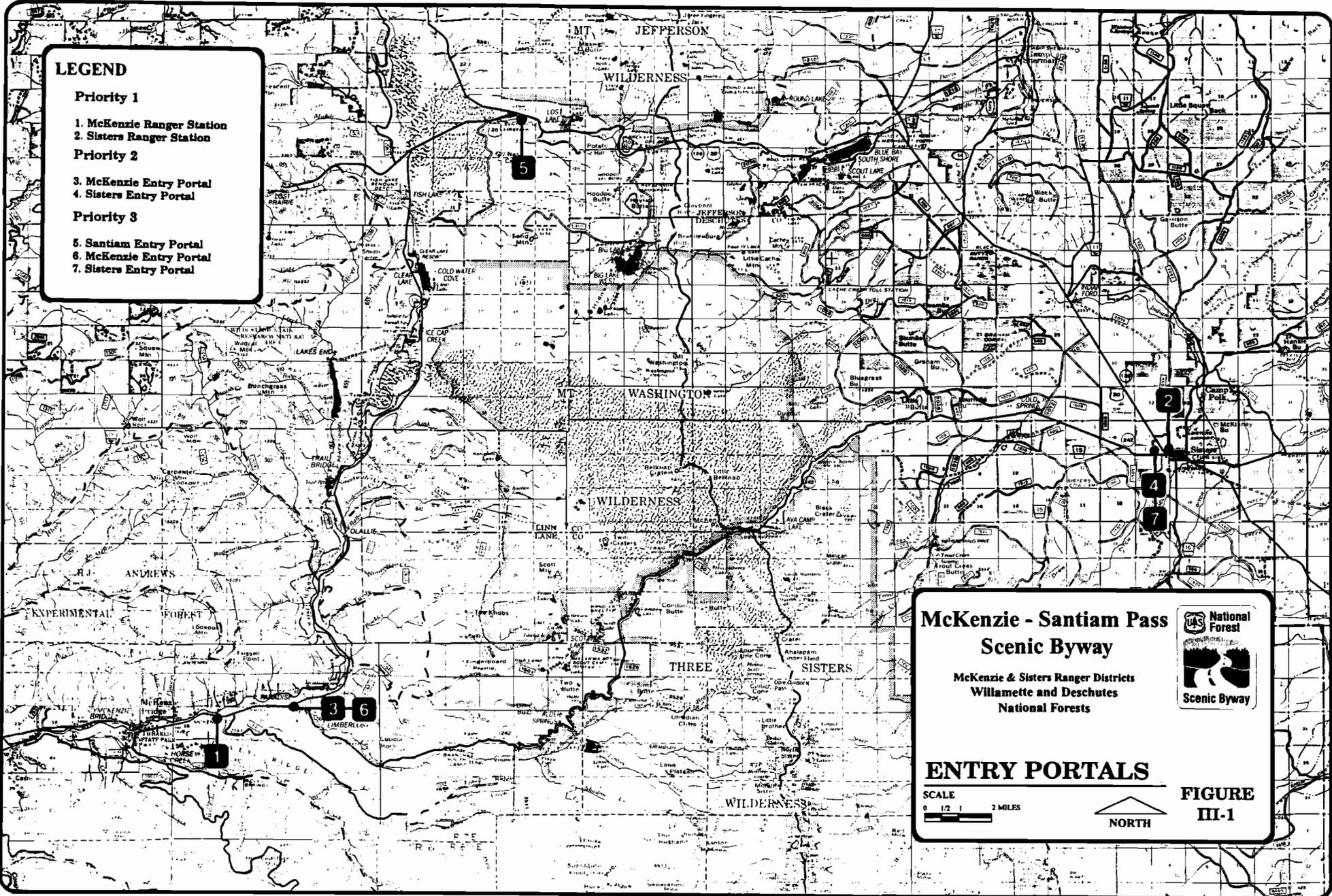
Management activities will be directed toward installation of entry sign structures, and kiosk facilities to replace the interim use of Ranger Stations as portal facilities. As determined by the planning and design process these developments may provide off-road parking, public services and first aid information, trash containers, map and information displays, public telephones, and toilets. Management activities in this priority group include the following list of potential projects:

1. Construct entry sign structures and kiosk facilities at the Sisters Portal, junction of State Highway 126 and State Highway 242, and the McKenzie portal, junction of State Highway 126 and State Highway 242. Location of a possible third portal site is the area just east of the Santiam maintenance station on U.S. Highway 20 (See Figure III-1 for site locations).
2. Integrate the standard Byway sign into a sign base structure illustrative of the natural and cultural history of the area. Construct signs at all four portals and give development priority to the Sisters and McKenzie portals.
3. Enhance the landscape setting of each newly developed portal sign structure, kiosk site, and associated parking areas. Development priority will be given to the Sisters and McKenzie portals.

Priority Three

Management activities will include monitoring and feasibility studies to determine the need for future expansion of Byway entry portals. Expansion if needed might include either un-staffed or staffed facilities. Facilities may provide the following: audio/visual capabilities; map and brochure dispenser; display panels; public services and first aid information; toilets; public telephones; and off-road parking. Determining the need and feasibility of providing interpretive trails and picnic sites at portal locations where conditions and development opportunities permit should also be considered. Management activities in this priority group include the following list of potential projects:

1. Determine the need and feasibility of developing a third un-staffed interpretive facility located near the junction of U.S. Highway 20 and U.S. Highway 22.
2. Determine need and feasibility of providing staffed interpretive facilities at the Sisters portal of State Highway 126 and State Highway 242 and the McKenzie portal of State Highway 126 and State Highway 242



LEGEND

Priority 1

1. McKenzie Ranger Station
2. Sisters Ranger Station

Priority 2

3. McKenzie Entry Portal
4. Sisters Entry Portal

Priority 3

5. Santiam Entry Portal
6. McKenzie Entry Portal
7. Sisters Entry Portal

McKenzie - Santiam Pass Scenic Byway

McKenzie & Sisters Ranger Districts
Willamette and Deschutes National Forests

ENTRY PORTALS

SCALE 0 1/2 1 2 MILES

NORTH

FIGURE III-1

ELEMENT TWO - SCENIC QUALITY

The desired future condition of scenic quality within the Byway is one in which: 1) the natural appearance of the Forest prevails and where existing or future contrasts with this character, whether from human intervention or natural catastrophic events, are interpreted to inform, and rehabilitated to minimize their affects; 2) the existing scenic quality of the landscape is perpetuated through resource protection and utilization activities to assure a healthy Forest and minimize the potential affects of epidemic disease and insect infestations; 3) the routine maintenance activities along roadways and in developed areas are subtle and whose visible affects are temporary; and 4) the landscape is subtly modified to improve visibility of selected areas and to enhance visitor experiences of outstanding natural features and scenic attributes. These desired conditions can be achieved through employment of management activities that propose to enhance, rehabilitate, protect, or maintain scenic quality of the landscape.

ENHANCEMENT: Enhancement activities should include the improvement of existing sites, facilities, and viewing opportunities in order to heighten user experiences within the Byway.

REHABILITATION: Rehabilitation activities should respond to resource improvement needs resulting from catastrophic events such as fire, windthrow, land-flows, and insect or disease infestations. Where appropriate, such events and activities should be interpreted for their educational value. The affects of previous management activities such as roadcuts and fills, commercial harvest activities, and existing structures and facilities should be considered. Rehabilitation of previous management activities should include those sites or areas where long-term improvements to the general scenic quality of the Byway can be realized.

MAINTENANCE: Activities directed toward maintaining the general scenic quality of the Byway route should be accomplished in a manner sensitive to the Byway traveler and to avoid the perception of rapid or dramatic changes in the landscape. In addition, emphasis should be given to the appearance and condition of established views, specific areas, sites, facilities, structures, and signing through regularly scheduled maintenance activities.

PROTECTION: Protection of Scenic Byway values should include active prevention of epidemics of forest diseases and insect infestations through the use of fire and appropriate integrated pest management techniques. Rigorous application of scenic resource management guidelines should be employed to assure an attractive appearing landscape.

Priority One

Management activities will be directed toward several considerations. These include: 1) improvement and maintenance of selected existing viewpoints, vistas, and roadside pullouts; 2) rehabilitation of areas of catastrophic loss and treatment of areas with Forest health affects; 3) highlighting the diversity of landscape types and scenes present within the Byway; and 4) coordinating desired Byway conditions with routine and periodic roadside maintenance activities. Management activities in this priority group include the following types of potential projects (See Project Listing for Element Two - Scenic Quality at the end of this Chapter. The location of potential projects is illustrated in Figure III-2).

1. Coordinate with the Oregon Department of Transportation (ODOT) on their treatment of hazards trees, management of other roadside vegetation, and annual maintenance schedule.
2. Coordinate with current planning efforts to address the impact of insect infestation in the Santiam Pass area. Actions will be designed, to the extent feasible, to minimize the effects to scenic quality in the area.
3. Conduct vegetation management activities in the Cold Springs Campground to assure health and vigor of its ponderosa pine stands.

Priority Two

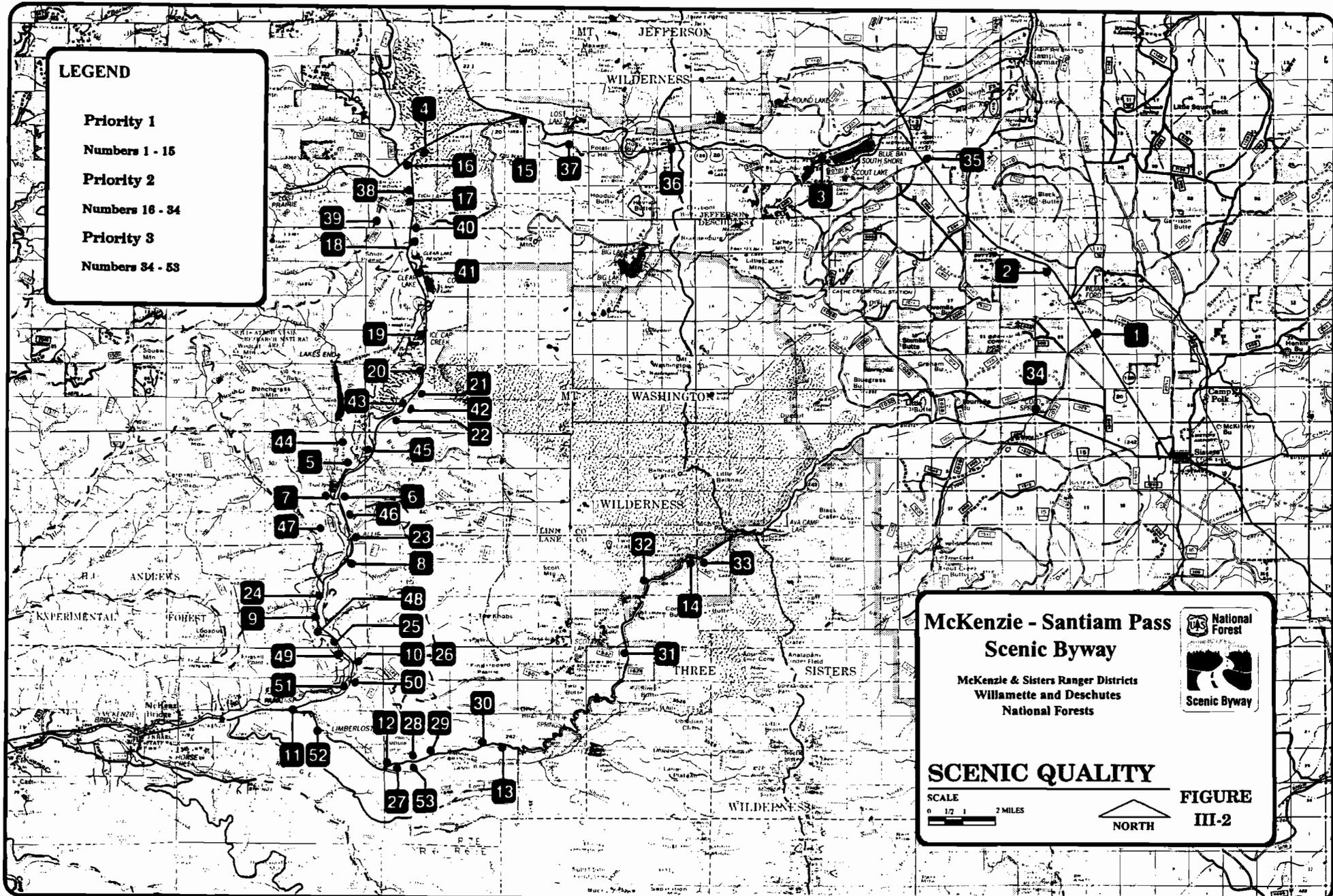
Management activities will be directed toward: 1) creating new vistas through careful thinning of existing stands, and the selective removal of individual trees and understory vegetation where appropriate and where the scenic experience of the Byway visitor can be enhanced; 2) incorporating opportunities for interpretation and landscape photography within selected landscape improvement or rehabilitation areas; 3) rehabilitation of resource management activity areas, structures, or facilities that detract from the overall scenic quality of the landscape; and 4) selected revegetation and stabilization of exposed slopes along roadsides and in developed areas. Management activities in this priority group include the following types of potential projects (See Project Listing for Element Two - Scenic Quality at the end of this Chapter. The location of potential projects is illustrated in Figure III-2):

1. Consider the use of commercial salvage to improve scenic quality in selected foregrounds and visible middleground areas that have been rehabilitated and where the removal of down woody debris is consistent with Forest Plan standards. Prompt reforestation activities should be undertaken to hasten recovery.
2. Actively plant and/or hydro seed selected cut and fill slopes and established viewpoints with native species. Consider the use of all available bank stabilization methods and applications on erosive and unstable slopes viewed along the Byway route.
3. Pursue rehabilitation or enhancement of structures or facilities within the Byway that are in strong contrast or inconsistent with the surrounding landscape and/or are highly visible to Byway travelers.

Priority Three

Management activities will be directed toward: 1) treatment of foreground areas in a manner that promotes and plans for the replacement and perpetuation of large tree character; 2) localized or site specific activities that will improve the scenic characteristics of roadside stands; 3) enhancing landscape photographic opportunities through scenic quality improvements; and 4) use of native plants to revegetate disturbed areas and increase plant diversity. Management activities in this priority group include the following types of potential projects (See Project Listing for Element Two - Scenic Quality at the end of this Chapter. The location of potential projects is illustrated in Figure 2).

1. Salvage dead and down timber for commercial and home heating use where beneficial to scenic values or Forest health and permitted by Forest Plan standards.
2. Revegetate obliterated road junctions along Highway 20 to minimize their contrast with the surrounding landscape between Sisters and Suttle Lake.
3. Rehabilitation of previous harvest through the reshaping of unit boundaries.



LEGEND

Priority 1
Numbers 1 - 15

Priority 2
Numbers 16 - 34

Priority 3
Numbers 34 - 53

McKenzie - Santiam Pass Scenic Byway

McKenzie & Sisters Ranger Districts
Willamette and Deschutes National Forests

SCENIC QUALITY

SCALE 0 12 1 2 MILES

FIGURE III-2

NORTH

ELEMENT THREE - INTERPRETATION

The desired future condition for interpretation within the Byway is one in which the overall theme title "Journey Through The Passes" is developed to reveal to the interested public: 1) the natural geologic and biologic processes that have given dramatic form and great variety to the landscape of the Cascade Range; 2) the events and hardships that prehistoric peoples and pioneers have experienced and endured in their lives and travels through the McKenzie Pass and Santiam Pass areas; 3) the artifacts and remnants of early development, use, and management of the Forest; and 4) management practices and current challenges facing Forest managers in balancing natural and cultural resources and Forest health concerns.

In addition, the desired future condition is one in which a balanced and unified interpretive program links areas of the Byway through integration of natural history, cultural history, and resource management theme and sub-theme messages. Interpretive master planning to realize this desired condition will occur as a prerequisite to guide Priority 1 project implementation.

INTERPRETIVE THEME: "Journey Through The Passes" has been identified as the framework theme under which more specific topics and sub-themes will be developed to interpret the natural and cultural history and Forest Service administration of the Byway.

Interpretive "journeys" of a cultural history nature could include travel and use by prehistoric peoples, pioneer crossings of the Cascade Range, early commerce and communication, and attempts to link east and west by railroad.

Interpretation of the Byway's natural history could include a "journey" through: 1) the geologic development process of the Cascade Range and its many visible features; 2) the Forest's life zones that lie between temperate valleys and high deserts; and 3) following the life-giving flow of the area's hydrologic system with its many scenic and unique expressions.

Interpretation of Forest Service administration and management could include: 1) the challenges and the personalities associated with the Forest Reserve, CCC, and WPA eras; 2) how the agency has responded to the changing needs of a nation and a society during periods of war, depression, and economic expansion; and 3) how current agency philosophy and management activities are addressing major Forest management and environmental issues.

INTERPRETIVE SITES AND FACILITIES: The goals and objectives for interpretation and their relationship to specific sites and site designs along the Byway will be refined during the interpretive master planning process. Some initial objectives have already been identified and include the following: 1) accommodate users in a barrier-free manner wherever possible; 2) locate site amenities close to or in view of a feature or area of interpretive relevance; 3) design facilities that are consistent with established design guidelines for the Byway; 4) utilize existing areas or sites, structures, and/or facilities as appropriate; 5) support the overall interpretive theme for the Byway; and 6) design and develop sites consistent with the Recreation Opportunity Spectrum framework.

INTERPRETIVE MEDIUM: The interpretive medium to be used throughout the Byway will be established during interpretive master planning, and will: 1) be of a unified style and graphic format; 2) stimulate interest and draw visitors to the Byway; and 3) possibly include the use of maps, brochures,

folded publications, road guides, sign displays, audio tapes, guided tours, books, and video displays to inform users and interpret Scenic Byway history, resources, and events.

Priority One

Management activities will be directed toward several goals. These include: accomplishing basic interpretive planning and program development for the Byway; and redesign of existing sites with careful selection and design of additional sites to maximize the overall interpretive objectives through the initial presentation of the Byway interpretive program. Management activities in this priority group include the following list of potential projects (See Figure III-3 for site locations):

1. Initiate a comprehensive interpretive program for the Byway that includes:
 - a.) An inventory of existing interpretive resources and opportunities along the Byway;
 - b.) Clarification of goals, objectives and specific theme(s) to link areas of the Byway and facilitate the planning process; and
 - c.) Integration of the interpretive planning goals and objectives with Strategy Element Five-Signing and Design Guidelines.
2. Include in publications, brochures, and maps interpretive information regarding the unique qualities and relationships of areas and routes sharing National designation with the McKenzie Pass - Santiam Pass Scenic Byway, including the Pacific Crest National Scenic Trail, McKenzie Wild and Scenic River, and Wilderness. Provide limited interpretive development or information at selected locations where these designations are adjacent or coincident with the Scenic Byway and where consistent with their respective management policies.
3. Pursue redesign and/or initial development of interpretive facilities and messages at these suggested locations:

Lost Creek Springs
Ishams Corral
Craig Monument
Dee Wright *
Windy Point
McKenzie River Trail
Carmen Smith Project *
Audio Tape - Geology

Suttle Lake
Mt Washington Viewpoint *
Santiam Pass-Forest Health *
Sawyer's Ice Cave
Fish Lake
Clear Lake
Sahalie-Koosah Falls
Audio Tape - Life Zones

- * Initial site planning and design will be directed toward the project areas noted above. As a prerequisite to the site planning process design guidelines will be developed for all potential site elements such as structures, signs, traffic barriers, etc.

Priority Two

Management activities will be directed toward: 1) monitoring of interpretive facilities to measure their effectiveness in reaching the public and accomplishing interpretive objectives; and 2) design and development of additional sites and further incorporation of interpretive facilities in existing recreation sites and entry portals where appropriate. Management activities in this priority group include the following list of potential projects:

1. Consider, as appropriate, additional development of interpretive facilities and messages at these suggested locations:

Lost Creek Old Growth Grove	Cold Springs
Scott Wagon Road	Cinder Beach
Lava Camp Lake	Santiam Ski Lodge
McKenzie Wagon Road	Santiam Wagon Road

Priority Three

Management activities will be directed toward: 1) assessing the overall completeness of the Byway interpretive program and achievement of its goals and objectives; and 2) evaluating the compatibility and extent to which additional interpretive site development is necessary or advisable within the corridor. Management activities in this priority group include the following list of potential projects:

1. Consider, as appropriate, additional development of interpretive facilities and messages at these suggested locations:

Huckleberry Lake	Cascades Viewpoint
Skyliner's Ski Hill	Hogg Rock
Sisters Ranger Station	Sand Mountain Lookout
Brooks Scanlon RR Crossing	Fish Lake Creek Old Growth Grove
Cache Creek Toll Station	Tamolitch Valley
Cache Creek Guard Station	McKenzie River Viewpoint
Belknap Springs	

LEGEND

PROJECT LOCATIONS

Priority 1

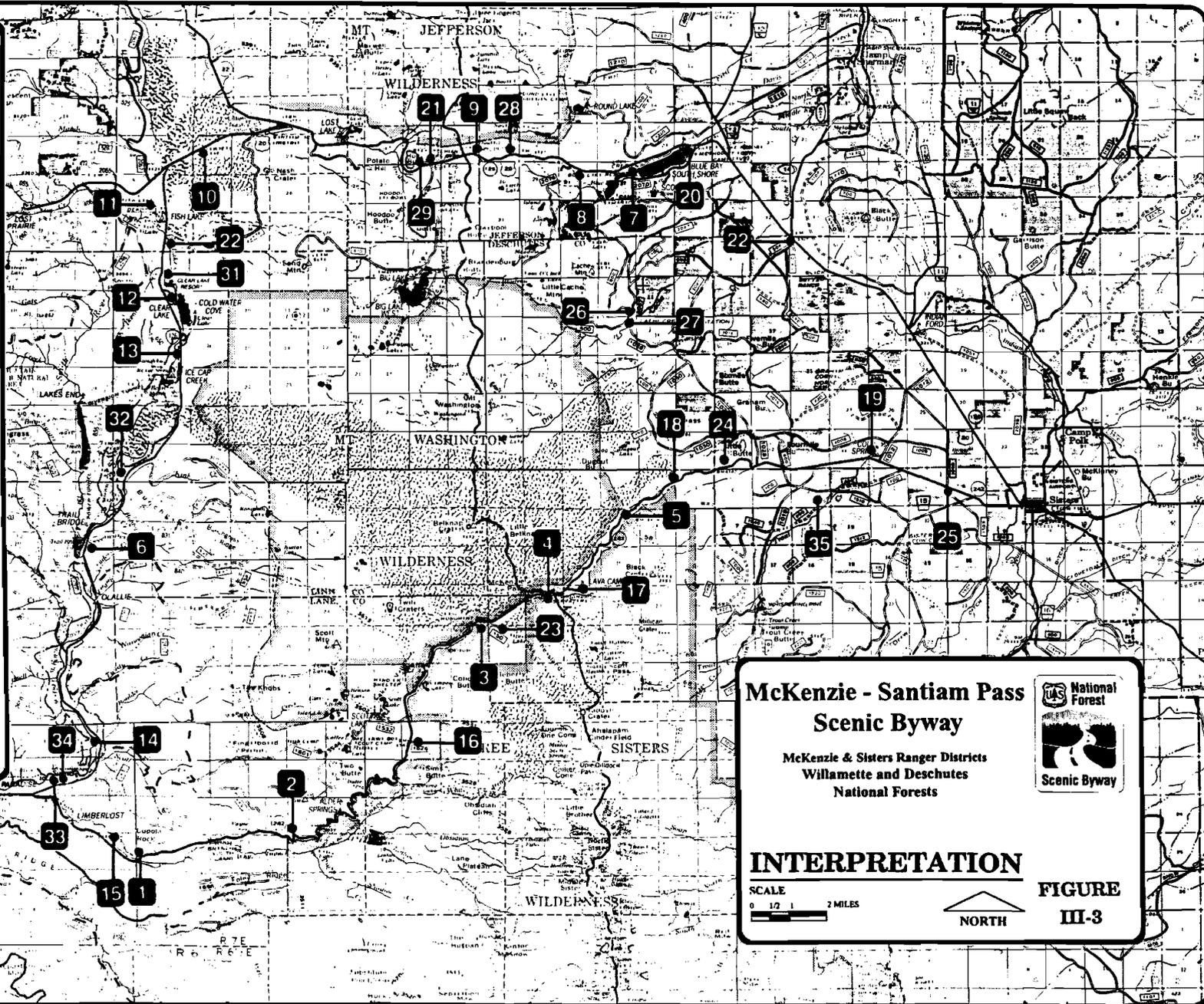
- 1. Lost Creek Springs
- 2. Ishams Corral
- 3. Craig Monument
- 4. Dee Wright
- 5. Windy Point
- 6. Carmen-Smith Project
- 7. Suttle Lake
- 8. Mt. Washington Viewpoint
- 9. Santiam Pass Spruce Budworm
- 10. Sawyers Ice Cave
- 11. Fish Lake
- 12. Clear Lake
- 13. Sahalie-Koosah Falls
- 14. McKenzie River Trail

Priority 2

- 15. Lost Creek OGG
- 16. Scott Wagon Road
- 17. Lava Camp Lake
- 18. McKenzie Wagon Road
- 19. Cold Springs
- 20. Cinder Beach
- 21. Santiam Ski Lodge
- 22. Santiam Wagon Road

Priority 3

- 23. Huckleberry Lake
- 24. Skyliners Ski Hill
- 25. Brooks Scanlon RR Crossing
- 26. Cache Creek Guard Station
- 27. Cache Creek Toll Station
- 28. Cascades Viewpoint
- 29. Hogg Rock
- 30. Sand Mt. Lookout
- 31. Fish Lake Creek OGG
- 32. Tamolitch Valley
- 33. McKenzie River Viewpoint
- 34. Belknap Springs
- 35. Sisters Ranger Station



McKenzie - Santiam Pass Scenic Byway

McKenzie & Sisters Ranger Districts
Willamette and Deschutes National Forests

INTERPRETATION

SCALE 0 1/2 1 2 MILES

NORTH

FIGURE III-3

ELEMENT FOUR - RECREATION

The desired future condition of recreation within the Byway area is one in which the needs and preferences of recreationists and Forest visitors are met through: 1) a balance of well-distributed, well-designed, and well-maintained barrier-free day-use and overnight sites and facilities; 2) improved access to dispersed areas and trails that accommodate a wide range of activity types, including mountain bike and equestrian use; 3) maintenance of a variety of recreation opportunity settings (ROS), including those within the McKenzie Wild and Scenic River; 4) enhanced opportunities to experience the natural and cultural history of the area through interpretation of the Forest landscape and its past and present use; and 5) the availability of basic information regarding recreation opportunities, public services, and user safety.

Priority One

Management activities will be directed toward several areas including: 1) coordination of Scenic Byway goals with those of other planning activities; 2) maintenance of recreation opportunity settings and experiences as provided for in Forest Plans; 3) improving the condition and quality of existing sites and facilities; 4) minimizing potential conflicts among types of use and Byway resources; 5) an increased emphasis on providing interpretive, educational, and public services information within recreation sites and at strategic locations along the Byway; 6) providing additional user information and development to facilitate ease of access and use of the areas extensive trail system, recreation sites and dispersed area opportunities; and 7) periodic assessments of user needs, preferences, and perceptions regarding levels of service, use, and resource affects. Management activities in this priority group include the following list of potential projects (See Figure III-4 for site locations):

1. From among the following suggested locations, provide for new interpretive trails and limited interpretation at selected trailheads within the Byway:

Lost Creek OGG Trail	Lava River Trail
Lost Creek Springs Trail	Cold Springs Trail
Fish Lake Cr. OGG Trail	Black Crater Trailhead *
PCNST-Santiam Pass Trailhead	PCNST-McKenzie Pass Trailhead

2. Provide day-use opportunities along State Highway 242 and additional pullouts throughout the Byway for scenic viewpoints and interpretation at these suggested locations:

Lost Creek Sp. Picnic Area	Belknap Crater Viewpoint
Huckleberry Lake Picnic Area	Mt. Washington Viewpoint *
Three Sisters Viewpoint *	Windy Point *
Cascades Viewpoint	Bluegrass Butte Snow-Park

3. Pursue an improvement program to reconstruct and restore existing sites and facilities and to expand opportunities and enhance user experiences at these suggested locations:

Big Lake Complex
Dee Wright Observatory *
Clear Lake Picnic Area
Scott Lake Campground
Trailbridge Campground
Alder Springs Campground
Carmen Day-Use Area
Proxy Falls Trailhead *

Cinder Beach Picnic Area
Scout Lake Picnic Area
Suttle Lake Picnic Area-Campground
Indian Ford Picnic Area-Campground
Cold Springs Picnic Area-Campground
Corbett Sno-Park *
Lost Lake Campground
Linton Lake Trailhead *

4. Establish a system to acquire user information to assist in determining additional development, project management, resource protection, and Byway user needs.
5. Develop a brochure and map of the Byway area illustrating the locations of developed recreation and interpretive sites, dispersed areas and trails, and areas provided for specialized recreation activities.

* Initial site planning and design will be directed toward the project areas noted above. As a prerequisite to the site planning process design guidelines will be developed for all potential site elements such as structures, signs, traffic barriers, etc.

Priority Two

Management activities will be directed toward several areas. These include: 1) increasing the diversity of recreation opportunities beyond those presently available; 2) preserving the quality of existing facilities and user experiences; 3) securing full utilization of existing sites; 4) providing some new facilities and minor turnouts to accommodate and disperse increases in use consistent with Scenic Byway marketing concepts; and 5) coordinating with the private sector to provide for selected needs or comforts of Byway users. Management activities in this priority group include the following list of potential projects:

1. Increase the level of maintenance for improved or reconstructed sites to assure preservation of facility condition and the quality of user experiences.
2. Determine feasibility of providing potable water at or near the McKenzie Pass summit.
3. Increase recreation opportunities through site expansion development at these suggested locations:

Fish Lake Campground
Ray Benson Sno-Park

Olallie Campground

4. Determine the feasibility and need to provide shower and laundry facilities within or near the Byway at one of these possible locations:

Camp Yale
Blue Lake Resort
McKenzie Bridge

White Branch Organization Camp
Hoodoo-Big Lake
Suttle Lake

Priority Three

Management activities will be directed toward the following areas: 1) development of new recreation sites to accommodate demand consistent with Byway capacity; 2) expanding available opportunities and designating selected areas for mountain bike and equestrian use; and 3) minimizing the visibility of sites and facilities from the Byway route. Management activities in this priority group include the following list of potential projects:

1. Determine the feasibility and potential locations of an equestrian day-use facility as a commercial venture operating outside the Wilderness at this suggested location:

Santiam Wagon Road - Fish Lake vicinity

2. Consider the seasonal road closures or the use of old logging access roads in selected areas to accommodate expansion of mountain bike activities at these suggested locations:

Lost Creek Canyon

Santiam Pass - Big Lake

LEGEND

PROJECT LOCATIONS

Priority 1

1. Lost Creek OGG Trail
2. Lost Creek Springs Trail
3. Lava River Trail
4. Black Crater Trail
5. Cold Springs Trail
6. Fish Lake Creek OGG Trail
7. PCNST-Santiam Pass
8. PCNST-McKenzie Pass
9. Lost Creek Springs Picnic Area
10. Sisters Viewpoint
11. Cascades Viewpoint
12. Belknap Crater Viewpoint
13. Linton Lake Trailhead
14. Huckleberry Picnic Area
15. Windy Point
16. Bluegrass Butte Sno-Park
17. Mt. Washington Viewpoint
18. Proxy Falls
19. Alder Springs Campground
20. Scott Lake Campground
21. Dee Wright Observatory
22. Corbett Sno-Park
23. Cold Springs Picnic Area/Campground

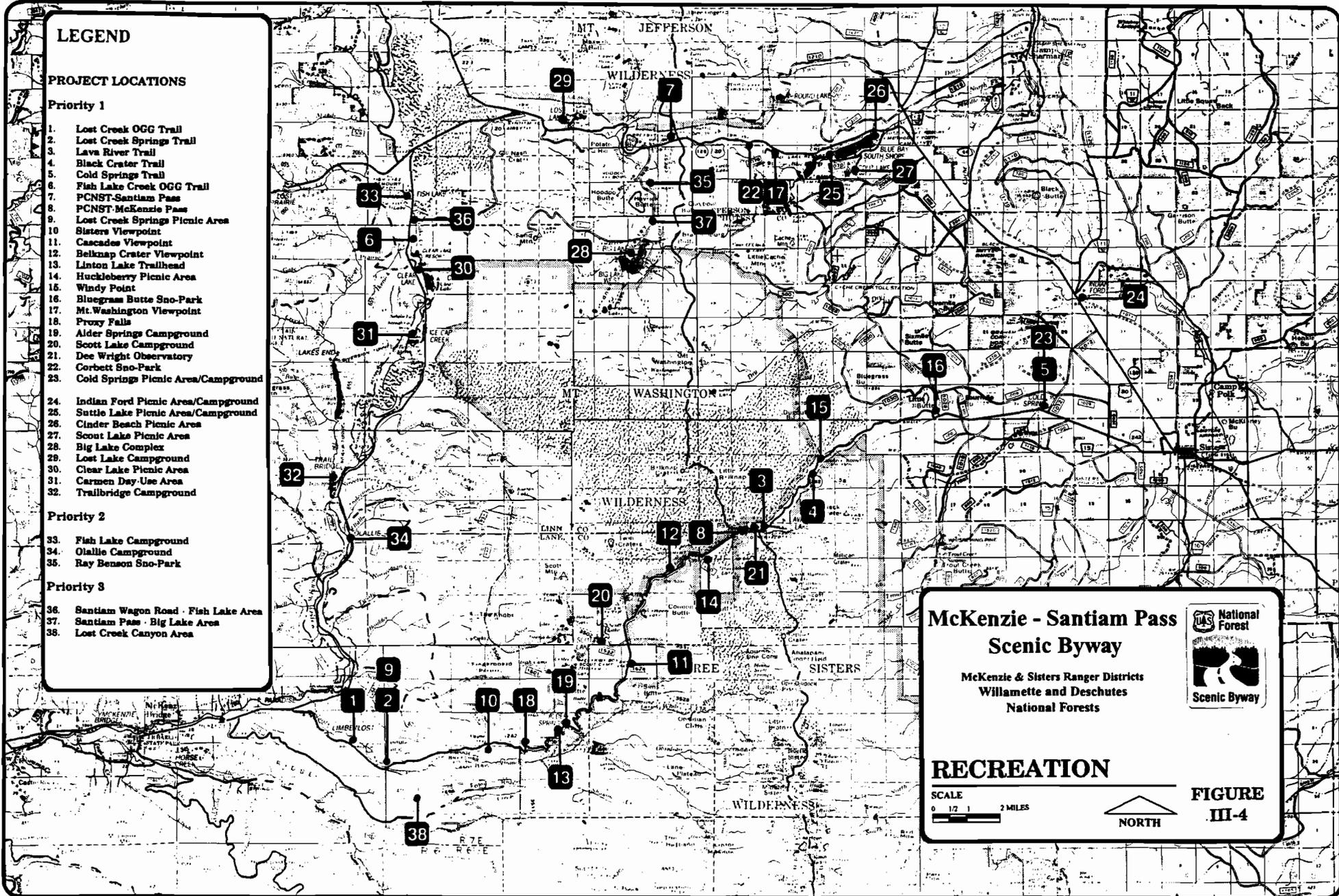
24. Indian Ford Picnic Area/Campground
25. Suttle Lake Picnic Area/Campground
26. Cinder Beach Picnic Area
27. Scout Lake Picnic Area
28. Big Lake Complex
29. Lost Lake Campground
30. Clear Lake Picnic Area
31. Carmen Day-Use Area
32. Trailbridge Campground

Priority 2

33. Fish Lake Campground
34. Olallie Campground
35. Ray Benson Sno-Park

Priority 3

36. Santiam Wagon Road - Fish Lake Area
37. Santiam Pass - Big Lake Area
38. Lost Creek Canyon Area



McKenzie - Santiam Pass Scenic Byway

McKenzie & Sisters Ranger Districts
Willamette and Deschutes
National Forests



RECREATION

SCALE
0 1/2 1 2 MILES



FIGURE
III-4

MCKENZIE PASS - SANTIAM PASS SCENIC BYWAY
III - 18

ELEMENT FIVE - SIGNING AND DESIGN GUIDELINES

The desired future condition of signing within the Scenic Byway is one in which Byway signs: 1) consist of a unifying style that is recognizable as a design element throughout the Byway; 2) are constructed of materials that reflect and compliment the natural and cultural elements unique to the Byway; and 3) are responsive to the special and unique qualities of individual sites, yet, provide unity to the overall Byway sign system.

Sign management within the Byway will consider several factors including: 1) replacement of the many types, styles, and uses of existing signs with a standardized system of highly legible, directional, and guide signs having a uniform graphic format developed through a partnership effort with the ODOT; 2) the signing of travel regulations, limitations, conditions, hazards, and public service information needs are served in a simple, safe, and attractive manner; 3) interpretive signing as a part of an overall Byway sign program; 4) informational, directional, and orientation signing as appropriate; 5) consistency with Recreation Opportunity Spectrum (ROS) guidelines; and 6) consistency with overall design guidelines for the Byway.

Priority One

Management activities will be directed toward: 1) defining an architectural style and palette of appropriate materials for use in the development of signs to assure a uniform theme of recognizable forms and elements throughout the Byway; 2) assuring that all site designs respond to and are consistent with established design guidelines; 3) preparation of a comprehensive sign plan in conjunction with interpretive master planning and development of site design guidelines; and 4) developing cooperative relationships with the ODOT and other organizations to improve sign management throughout the Byway. Management activities in this priority group include the following list of potential projects:

1. Through a comprehensive sign plan pursue the goals of: a.) providing clear identification, directional, regulatory, and public safety and services information with a minimum of signs; b.) elimination of the clutter, confusion, and duplication of signs that is common within portions of the Byway; and c.) coordination with other organizations to reduce the number of signs within the Byway.
2. As part of the comprehensive sign planning process conduct an inventory of existing signs and assess signing needs. The following is list of objectives pertinent to this process:
 - a.) Provide portal approach signs indicating that Scenic Byway and public services information is available at the McKenzie Ranger Station and Sisters Ranger Station.
 - b.) Provide standard Byway identification and entry signs, including the Byway name, at the junction of State Highway 126 and State Highway 242; State Highway 126 and U.S. Highway 20; U.S. Highway 20 and U.S. Highway 22; and U.S. Highway 20 and State Highway 242. Approach signs should also be provided at the appropriate distances from the Byway portals.

- c.) In cooperation with the ODOT, evaluate the purpose and need for all signs within the Byway and identify those signs for removal and/or replacement.
 - d.) Pursue a cooperative effort with the ODOT to develop a method to reorganize and consolidate the number of signs that occur in areas around the four highway junctions within the Byway.
 - e.) Coordinate with the Highway 97 Association to consolidate and/or minimize Scenic Route tour signs.
 - f.) Improve visibility of seasonal closure notice for State Highway 242.
 - g.) Provide sufficiently advanced notice of travel limitations or restrictions on State Highway 242.
3. Develop a sign location plan illustrating the specific type and location of signs to be used throughout the Byway.
 4. Integrate sign system design concepts with overall site planning and design guidelines developed for the Byway.

Priority Two

Management activities will be directed toward: 1) a continuing effort to minimize the number of signs visible from the Byway route; 2) finalizing design and construction details, and graphics for a system of signs for use throughout the Byway; 3) selection of sign materials and suppliers, and estimating material quantities and costs; and 4) upgrading Byway entry signs consistent with portal facility development plans. Management activities in this priority group includes the following list of potential projects:

1. Develop sign specifications for fabrication and installation consistent with interpretive message formats, site identification and development needs, information display requirements, and desired architectural character.
2. Fabricate and install signing as indicated by the sign facility location plan for identification, directional, interpretive signs, and display panels at selected sites.
3. Integrate National Scenic Byway logo into entry sign structures at McKenzie and Sisters Portals.
4. Replace as appropriate existing interpretive signs to assure consistent Byway interpretive sign guidelines.
5. Establish and initiate a Byway sign maintenance program for inspection, repair, replacement, and/or seasonal removal.

Priority Three

Management activities will be directed toward: 1) completing installation of signing as indicated by the Byway sign location plan; 2) sign maintenance, removal and replacement; and 3) a continuing cooperative relationship to minimize the number of visible signs along the Byway route. Management activities in this priority group include the following list of potential projects:

1. Further established cooperative relationships with the ODOT and other organizations to manage signing needs along the Byway.
2. Continue Byway sign installation as appropriate as well as routine sign maintenance program activities.

ELEMENT SIX - PUBLIC SAFETY, SERVICES, AND SANITATION

The desired future condition of public safety, services, and sanitation within the Byway is one in which: 1) recreationists and Byway visitors are provided facilities designed to accommodate safe, barrier-free use; 2) travelers are provided essential information governing highway use and safety and where travel-way design and maintenance is consistent with current highway classification standards; 3) all appropriate uses and modes of travel within or adjacent to the Byway are accommodated in a safe, efficient, and compatible manner; 4) basic public services information, including the location of emergency services, telephones, food, gasoline, and lodging are easily accessible and displayed at Byway portals and significant sites within the corridor; 5) the public is informed at strategic locations regarding the respectful use of resources, facilities, and the proper disposal of waste materials; and 6) waste receptacles and sanitary facilities are located strategically and are maintained and operated in a condition acceptable to the general public.

Priority One

Management activities will focus on: 1) resolving safety related concerns and hazards as they are identified along the Byway route and in developed areas; 2) improving rest room conditions; 3) providing additional trash receptacles; and 4) providing information regarding the location of essential services. Management activities in this priority group include the following list of potential projects:

1. Pursue a general program, at entry portals and significant sites, to educate and inform users of travel hazards and other safety concerns that may exist along some segments of the Byway.
2. Provide warnings of narrow road hazards and bicycle traffic at selected locations along State Highway 242.
3. Replace rest rooms at Sahalie Falls and Dee Wright Observatory with flush systems if feasible, and address odor problems of other rest room facilities along the Byway.
4. Provide essential information and signing for the location of first aid, rest rooms, emergency services, and public telephones.
5. Maintain the current level of information and signing on the location and availability of such basic services as gasoline, food, water, and lodging.
6. Improve travel and pedestrian safety at Windy Point.
7. Determine need and feasibility for a full-service highway facility near the Santiam Junction or in the vicinity of Santiam Pass-Hoodoo Butte.
8. Provide for parking, rest rooms, and, in cooperation with the ODOT, a brake check area for cars and trucks at the summit of Santiam Pass.

Priority Two

Management activities will be directed toward: 1) providing upgraded rest room facilities along the Byway; 2) enlisting the cooperation of community service organizations and youth groups for developed site and roadside clean-up activities; 3) pursue development of a program to recycle waste products collected from Byway sites and; 4) resolving travel hazards and conflicts between types and sizes of vehicles using State Highway 242. Management activities in this priority group include the following list of potential projects:

1. Through cooperation with the ODOT, secure agreements with youth groups and/or community service organizations to participate in the Adopt-A-Highway program for the several segments of the Byway route.
2. Determine the feasibility of initiating a program to provide for separation, collection, and recycling of waste products deposited along the Byway.
3. Develop a brochure and map illustrating the location and difficulty level of barrier free sites and facilities within the Byway.
4. Provide highly visible warnings about the current lack of potable water sources along State Highway 242.
5. Determine the feasibility of telephone installations at Byway entry portals and at McKenzie Pass and Santiam Pass to supplement the existing installation near the junction of U.S. Highway 20 and U.S. Highway 22. Provide information on the location of public telephones along the Byway.
6. Pursue, through a cooperative effort with the ODOT, alternative traffic management strategies to address the accommodation of bicyclists along Highways 20, 126, and 242, and the possible prohibition of vehicles with trailers on Highway 242.

Priority Three

Management activities will be directed toward: 1) addressing inherent traffic hazards arising from an increase in the volume and diversity of vehicles using State Highway 242; and 2) providing for an increased need for user safety and public services information. Management activities in this priority group include the following list of potential projects:

1. Provide an enforcement presence along the Byway route if indicated by the rate of vandalism, theft, or intensity of user conflicts.
2. Determine the possible need and pursue the approval for temporary, short-term closure of State Highway 242 to stage special events.
3. Expand the number of sites where information is provided regarding the locations of telephones, first aid, emergency, and other public service information.

ELEMENT SEVEN - TRANSPORTATION

The desired future condition of the Scenic Byway travel route is one in which: 1) access to the route and to sites and areas along the route is accommodated in a safe and efficient manner; 2) the experience of the Byway traveler and visitor is enhanced by the condition of the roadway and the appearance of road-related structures, such as guardrails, bridges, culverts, retaining walls, traffic dividers, and control devices; 3) the existing character of the immediate roadside and near foreground are retained through appropriate roadside maintenance practices and roadway restoration activities; and 4) the type, size, and speed of vehicles permitted to travel on State Highway 242 is responsive to the physical characteristics of the route and to the increasing trend of bicycle touring and driving for pleasure over this portion of the Scenic Byway.

Priority One

Management activities will be directed toward: 1) those aspects of the Byway travel route that will improve travel safety; 2) improving sight distances and road alignment in selected areas of Highways 20 and 126; and 3) limitations on vehicle size and speed. Management activities in this priority group include the following list of potential projects:

1. In all brochures advise travelers of State Highway 242 hazards, such as narrow roadbed and shoulders, 15-mile-per-hour curves, etc., and winter closure of the McKenzie Pass.
2. Coordinate with the ODOT and Oregon Department of Fish and Wildlife (ODFW) to determine appropriate measures to reduce wildlife related hazards in the areas of Lost Lake, Camp Sherman, and Black Butte.
3. Assure, through coordination with ODOT, clear and adequate warning to the traveling public of vehicle speed limit enforcement and vehicle size limitations on State Highways 20, 126 and 242.
4. Resurface the west end of State Highway 242 below the lower snow gate to compliment restoration work accomplished to date.
5. Encourage ODOT to evaluate the need for turn and slower moving traffic lanes at sites identified as essential to this strategy.
6. Seek improvement of the Suttle Lake curve and Suttle Lake Resort intersection.
7. Consider the need and feasibility of bicycle lanes along State Highway 242 near Sisters and address safety and information needs related to bicycle use throughout the Byway.
8. Improve the Lava Camp Lake Campground intersection on State Highway 242.
9. In cooperation with ODOT determine the size and types of vehicles that are appropriate for use of Highways 20, 126 and 242.

Priority Two

Management activities will be directed toward improvement of highway related facilities and structures through design, material selection, surface treatments, and construction and installation practices. Retention of the natural appearing roadside character through landscape planning, design, and maintenance is essential. Management activities in this priority group include the following list of potential projects:

1. Evaluate and select materials and designs for use as guardrail treatments on State Highway 242.
2. Define parking areas at Proxy Falls and Linton Lake Trailhead.
3. Coordinate highway widening projects along Highways 20 and 126 with Scenic Byway management needs.

Priority Three

Management actions should be directed toward: 1) accommodating the needs of increased visitor use throughout the year; 2) addressing an increase in the number of Byway tours of extended duration; 3) management of an increased volume of traffic having a diversity of vehicle types; and 4) minimizing the visible presence of expanded use of the Byway. Management activities in this priority group include the following list of potential projects:

1. Provide parking for vehicles that can safely negotiate the State Highway 242 segment of the Byway.
2. Consider major improvement of U.S. Highway 20 and State Highway 126, specifically widening and passing lane projects, through cooperation with the ODOT.
3. Consider possible interchange developments at the junctions of U.S. Highway 20 with State Highway 126 and U.S. Highway 22 to address travel safety needs in cooperation with the ODOT.
4. Consider an overpass exit at Indian Ford in cooperation with the ODOT.
5. Blade out selected dirt roads that access Highway 20 between Sisters and Suttle Lake.

PROJECT LISTING

FOR

ELEMENT TWO - SCENIC QUALITY

The following list of potential projects correspond to the discussion of Element Two - Scenic in a preceding section of this Chapter. The location of each of the potential projects shown in this list is illustrated in Figure III-2.

Priority One

1. Look for opportunities to create openings in the foreground screen between Indian Ford and the town of Sisters to improve depth of view and glimpses of the Three Sisters mountains. Traveling east, this tangent provides a distant view (approximately 30 to 35 miles) of Lava Top Butte, elevation 5,650 feet, on the Fort Rock District.
2. Thin or selective removal of foreground screen at Glaze Meadow to maintain the existing view of North Sister. This is not considered a good location for a pullout, but could be interpreted or noted on an audio tape or in a brochure.
3. On the south side of the highway overlooking Blue Lake and Suttle Lake thin timber stands between the lakes and highway to maintain glimpses of the lakes from the Byway. Selectively remove portions of foreground to open views into these lakes from one of the larger pullouts.
4. Revegetate fill slopes of U.S. Highway 20 at the junction of State Highway 126.
5. Consider seeking a cooperative agreement with EWEB to provide alternate color schemes for the residential complex, powerline towers, and related generating facilities.
6. Revegetate and rehabilitate cut and fill slopes along the road at the back edge of this potential rest area.
7. Revegetate the reservoir edge on the south and west sides, roadcuts and fills on upper slopes above, and rock point at reservoir outlet.
8. Thin out encroaching young Douglas-fir trees to allow full display and enhancement of bracken fern along this section of highway.
9. Good white-water river views could be enhanced here with some thinning. This would also make a quick-stop pull off. The area has an opportunity for a close contact river experience.

10. Bridges need to be refurbished in some manner - either through painting or use of corten steel guard rails, etc. This would be typical for all highway appurtenances within the Scenic Byway.
11. The area at the junction of State Highway 126 and State Highway 242 needs rehabilitation of the cut and fill slopes. Enhancement of this as a Scenic Byway entry or gateway could be accomplished through selected plantings of native plant materials. There is a need to rethink the uses of painted islands to separate traffic and control ingress and egress at this junction. The use of planted islands with low-growing materials could greatly enhance this area as a gateway. Another need to rethink and reorganize at this site is the signage.
12. Remove and rehabilitate the road in the meadow area. Ditch along State Highway 242 and employ other methods to prevent vehicle access to the areas on both sides of the road. Maintain outer edge of opening to avoid encroachment and of vegetation into the space.
13. Remove foreground vegetation to provide expansive views of the Cascade Range or construct a significant pull off to access the view behind the vegetative screen.
14. Remove vehicular access from area surrounding Craig Lake and selectively thin vegetation to highlight lake feature.
15. The opportunity exists to thin this area to open the view of the airstrip on the south side of the highway and a possible view of Maxwell Butte on the north side.

Priority Two

16. Thin timber stands surrounding the junction of U.S. Highway 20 and State Highway 126 to create a greater sense of space and to further enhance vegetation diversity and improve fall color displays.
17. Opportunity for views into Fish Lake by limbing up large poplars in foreground of State Highway 126.
18. Selectively remove portions of foreground to open views into Clear Lake for westbound travelers.
19. Potential to open a southwest view of Tamolich Valley for westbound travelers.
20. A second opportunity for views into Tamolich Valley.
21. Thin or selectively remove foreground screen to open views to the lower valley.
22. Thin or selective removal of foreground screen at open views of near middleground ridge for eastbound travelers and view of lower valley for westbound travelers.
23. Opportunity to do a very careful removal of selected vegetation to enhance the visibility of Ollalie Creek for both directions of travel.

24. White water river views may be enhanced at this location with careful limbing and with some removal of understory.
25. Opportunity to highlight the Wild and Scenic River status of the McKenzie River through signage. Long view of river at this point.
26. Highlight and maintain permanent visibility of creek. Will need periodic maintenance.
27. Thin back edge of foreground screen to improve definition and awareness of canyon wall in the near background.
28. Selectively thin foreground timber to create an open view of Cupola Rock as viewed from both directions.
29. Remove from six to ten trees opposite the intersection of the side road. This will open an expansive view of the canyon wall. From this point east remove timber and large understory vegetation to maintain views. Good area for fall color display.
30. Selectively remove after passing lower gate going east to open and enframe distant views of canyon walls and ridges. Good views of fall color.
31. In the area of the Scott Road viewpoint are a series of grassy openings in which removal of in-filling vegetation is desirable to maintain the existing scenic qualities of the area.
32. Perform minimal thinning of this wetland edge to enhance its visibility and its relationship with adjacent lava flow.
33. Thin or clear to open distant views of ridges and canyon wall to the southwest.
34. Showcase views through the aspen groves.

Priority Three

35. The opportunity exists to thin and open the canopy along both sides of the highway between Suttle Lake and the Camp Sherman turnoff to enhance visual interest, but only while meeting the desired future condition for the area. Highlight the large Ponderosa pines, thin the understory, and seek a view toward Three Fingered Jack.
36. On the south side of the highway at the Santiam Pass consider thinning the stand for light penetration to stimulate understory growth - perhaps plant edge of stand.
37. Possible need for harvest unit rehabilitation - as seen from vicinity of Little Nash Crater.
38. Thin foreground stand to deepen view into stand, highlight big trees, and stimulate growth of broadleaf species. The objective here is to strengthen the connection of the lava flow from one side of the road to the other, open vegetated area of the lava flow, and enhance fall color displays of this area.

39. Possible need for harvest unit rehabilitation - as seen from areas descending from Santiam Pass.
40. Thin, or otherwise manipulate, to highlight big trees in this area.
41. Thin to highlight big trees and to provide filtered view of Clear Lake and beyond.
42. Thin opportunity to deepen view into stand and to highlight big trees.
43. Thin opportunity to deepen view into stand and to highlight big trees.
44. Possible need for harvest unit rehabilitation - as seen from areas descending the Kink Creek grade.
45. Opportunity to open deep view into existing stand if middleground area is forested. Otherwise avoid exposure of cut-over areas.
46. Selective removal of understory to deepen view into stand from roadside edge. In some locations within this stand area thinning for large tree character and depth of view should be the emphasis. Toward the north end of this area cedar may be favored.
47. Possible need for harvest unit rehabilitation - as seen from areas descending from Kink Creek grade and upon approaching Trailbridge Reservoir.
48. Possible need for harvest unit rehabilitation - as seen through foreground screen between Frissell Creek and Twist Creek. The extent of this area needs definition.
49. Possible need for harvest unit rehabilitation - as seen from areas from up river and areas between Twisty Creek and Boulder Creek.
50. Thin to create deep forest views, maintain understory for fall color display but with some undergrowth clearing.
51. Some careful thinning of vegetation around bridge. Will need periodic maintenance to maintain visibility of creek.
52. Selectively remove understory vegetation to open views to the area and enhance the sense of an enclosed landscape space as viewed from both directions of travel.
53. Thin foreground screen to improve visibility and awareness of roadside opening and increase depth of view.

Chapter IV Implementation

CHAPTER IV

SCENIC BYWAY STRATEGY IMPLEMENTATION

INTRODUCTION

Implementation of the Scenic Byway Management Strategy is a critical aspect of the National Scenic Byway program. Implementation involves many considerations, including: 1) marketing efforts to promote interest in the Byway area consistent with resource protection and maintenance of the desired character; 2) developing funding support, partnership and cooperative ventures with other agencies, business interests, communities, service organizations, public interest groups, and private citizens as well as through private grants and donations; 3) developing scheduling and implementation priorities that are responsive to public needs and remain consistent with strategy objectives, this includes the initial development of interpretive plans and design guidelines; 4) coordination with ongoing and overlapping management programs such as Wild and Scenic Rivers, Wilderness Management Strategies, Oregon State Scenic Roads, etc. 5) monitoring of Byway use and implementation activities to assure accommodation of public needs and interests and protection and maintenance of Byway values.

FUNDING SOURCES

Efforts to secure funding for implementation of Scenic Byway management projects should utilize, but reach beyond, traditional Forest Service funding sources. These would include the possibility of revenue producing events, concessions, partnerships, cooperative ventures, gifts, donations, user fees, and product sales. All such efforts to secure funding should be consistent with government regulation and Forest Service policy.

PARTNERSHIPS

Development and maintenance of partnerships will be critical to the success of the Byway. Partnerships can engender a sense of ownership for the Byway from a broad spectrum of users and managers as well as being mutually beneficial. Partnerships have contributed to the development of the Byway Strategy and will continue to move the Strategy into implementation. Partnerships can take many forms including working with other agencies, private resort and land owners, concessionaires, communities, etc (See Appendix C, Partnerships - Working with Others).

It is anticipated that the Federal Highway Department and Oregon Department of Transportation will work with the Forest Service in the near future to construct several interpretive facilities along

the Byway. An on-going partnership with ODOT allows for maintenance and hazard removal along the Byway. Future efforts should emphasize the development of partnerships with local communities such as Sisters and private resort and concessionaire facility managers. The following is a list of potential partners for consideration in developing cooperative efforts for Byway implementation activities.

Sportsman Groups
Consumer Groups
Friends of the Byway
Oregon Trails
Bicycle Groups
Antique and Classic Car Groups
Recreation Vehicle Groups
Oregon Heritage Foundation
Sisters City Council
County Economic Development Groups
Memorial Foundations

Ski Groups
Chambers of Commerce
Resort Owners and Operators
Harley-Goldwings
Equestrian Groups
Hiking Groups
Oregon Department of Transportation
Oregon Historical Society
EWEB
Travel and Tour Companies
Friends of the Wilderness

DEVELOPMENT DESIGN GUIDELINES

It is desirable to develop an overall identifiable design theme for the Byway, however, the theme should be flexible and allow for the variety of landscape character, geology, and cultural elements found throughout the Byway to be reflected in site design. The development of Byway design standards and guidelines will be created as an appendix to the Strategy. It will include recommendations for the design of signs, site improvements, vegetation management, colors, and other site design aspects that may be applied at each site. These design guidelines will be developed prior to any new permanent facility construction. With few exceptions facilities will require environmental analysis. This will allow for public and internal review of proposed site design elements.

The proposed general design character of the Byway is the character reminiscent of the Civilian Conservation Corps (CCC) era. The objective in the design and construction of structures and facilities is to project the architectural character typical of CCC era without requiring exact replicas. The use of native materials will be emphasized.

SCHEDULING PRIORITIES

Byway project scheduling should focus first on assessing the condition of existing facilities, sites, signing, vegetation, public safety, and information services before development of new facilities or programs. A balanced emphasis should be achieved among the elements of the Byway strategy and scheduling flexibility should accommodate out-year funding of Byway projects.

Many projects and programs are currently planned for or are in progress on or near the Byway. Scheduling and implementation of Scenic Byway projects should integrate these on-going efforts and project proposals for which capital investment, KV, cost-share, challenge grants, or other funds have been awarded or are being sought.

PUBLIC PARTICIPATION

The Scenic Byway is a public facility. In the broadest sense it must reflect public values. This should be evident in Byway planning, facilities and management. One goal of public participation in Byway planning and development is to provide a greater public understanding of National Forest management. Conversely, management of the Byway provides an opportunity for the public to express their opinions on forest management. The Byway provides a focal point for communication between a public agency and the public for whom they manage.

Planning for the Byway is an interactive process with the public. It is hoped and expected that public participation is well reflected in the elements of the Byway Strategy. This public involvement continues into the design, implementation, management and monitoring phases. Although the Strategy points the direction of future management along the Byway, each proposed project will have some level of public review prior to implementation. Review will come through the process required under the National Environmental Policy Act. Environmental analysis and public disclosure of effects will be required for all but the smallest Byway projects. Although many jurisdictions interact to manage the Byway, the U.S. Forest Service is the lead agency for public contact.

Public participation will also result from successful partnerships, and interpretive and information programs.

MARKETING

Marketing should be carefully directed to achieve desired results. Successful marketing would be designed to provide resource protection for sensitive areas, to maintain interest and a sense of ownership among Byway users and supporters, and to maintain a high level of communication and awareness about the Byway for forest managers and users. Marketing efforts should be directed both within and outside the local region of the Byway. Marketing within the local area should engage Chambers of Commerce, tourism and convention bureaus, local newspapers, and other government entities to recognize the Byway and distribute information about the Byway. Marketing outside the local area should encourage distribution of information by State travel bureaus and information centers, recognition on State maps and travel directories, and in publications distributed by the Automobile Association of America; however, efforts to market the recreational and interpretive potential of the Scenic Byway should remain consistent with the capacity of the Byway to accommodate use, and the maintenance of the character and condition identified for individual elements of the Scenic Byway Management Strategy and adjacent lands and resources.

LAND OWNERSHIP RIGHTS

It is not the intent of the Byway to impose upon or limit the rights of private land owners adjacent to the Byway. The rights of private landowners will be respected in the process of implementation. It is the intent of Byway implementation to develop mutually beneficial partnerships where possible with private landowners. Successful Byway implementation will keep private landowners informed concerning Byway management and development.

MONITORING

Monitoring is a process used to measure our achievement of Scenic Byway goals. Byway goals are resource protection, user satisfaction with recreation facilities and interpretive programs, improvements in user safety, and achievement of desired landscape character and condition. Many monitoring efforts are already on-going through Forest Plans which will help in answering questions about the success of the Byway. Using these on-going efforts as much as possible will be practical and efficient. This includes traffic counts, market surveys, campground fee receipts, etc. Additional methods may be necessary but should be linked to a monitoring plan to maintain efficiency. Some additional methods could include visitor questionnaires, expert reviews, interviews of users and visitors, behavioral observation, and use of suggestion boxes.

Initial monitoring activities should focus on developing monitoring and evaluation criteria and establishing baseline information for selected monitoring elements.

