



WASHINGTON STATE SCENIC BIKEWAYS PROGRAM MANUAL

August 2025



ENCLOSED

Program Overview; Process Flowchart; Route
Nomination Form; Evaluation Criteria

Washington State Parks and Recreation
Commission

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The Washington State Scenic Bikeways Program

Introduction

The Scenic Bikeways program was established by the Washington State Legislature through the passage of Revised Code of Washington (“RCW”) [79A.05.800](#) in 2020. This law outlined the program, placed it under the management of Washington State Parks, and included a list of qualities and amenities that a Scenic Bikeway should ideally possess. According to the legislation, Scenic Bikeways should be designated in a variety of places around the state and should provide amenities for bike riders such as bicycle repair services, food and beverage, and lodging. It calls for the Washington State Department of Transportation (“WSDOT”) and local governments to assist in reviewing proposed routes. It gives the Washington State Parks and Recreation Commission (“Washington State Parks”) the authority to designate Scenic Bikeways, which will result in the approval of each Scenic Bikeway Memorandum of Understanding (“MOU”) leading to the installation of route signage and the development of maps, online information, and other aspects to encourage the use and enjoyment of designated Scenic Bikeways.

Washington State Parks is committed to meaningful engagement with federally recognized Tribes whose traditional lands and territories included parts of Washington. The purpose of this collaboration is honoring the government-to-government relationship and to identify and mitigate direct impacts of a proposed route on Tribes.

Purpose of this Manual

So, you want to nominate a Scenic Bikeway? This manual is intended to provide you with information about Washington State’s Scenic Bikeways Program, how to nominate a Scenic Bikeway, and the steps needed to realize your vision. This document provides background information on the program, an overview of the route nomination and designation process, route evaluation criteria, and a copy of the forms to be used in the process.

What is a Washington State Scenic Bikeway?

A designated Washington State Scenic Bikeway (“Scenic Bikeway”) is a bike route made up of shared-use paths, bike lanes, or lower-traffic roadways that have notable scenic, cultural¹, historic, and/or recreational value. Scenic Bikeways can be nominated by anyone and are designated by the Washington State Parks and Recreation Commission. The program is administered by Washington State Parks through the Scenic Bikeways Coordinator.

In short, the Scenic Bikeways program will provide a diverse collection of well-researched and easy-to-navigate cycling routes that inspire people to explore and appreciate Washington’s exceptionally scenic, cultural, historic, and recreational areas by bicycle all while encouraging local economic activity for communities around the state.

¹ For purposes of the Scenic Bikeways program, the term “cultural” throughout this document refers to tourism oriented towards learning about and appreciating assets offered in a place, such as art, architecture, culinary arts, literature, storytelling, music, etc. and may include cultural infrastructure such as museums, performance venues, interpretation sites, buildings, parks, etc. This definition excludes archeological and other cultural sites and experiences not developed or created for public visitation/tourism.

How Does a Scenic Bikeway Relate to Other Bikeways and the U.S. Bicycle Route System?

Washington State Scenic Bikeways should be co-located with existing bicycle infrastructure if those routes have exceptional scenic, cultural, historic, and recreational values that are the focus of this program. There are other bike route systems which are similar to the Scenic Bikeways Program, including the United States Bicycle Route System (“USBRS”) which is administered by Washington State Department of Transportation (“WSDOT”) and the American Association of State Highway and Transportation Officials (“AASHTO”) in collaboration with Adventure Cycling Association. According to AASHTO, “The purpose of the U.S. Bicycle Route System (USBRS) is to facilitate bicycle travel on appropriate roads, paths and highways over routes that are desirable for interstate bicyclists. A route should form continuity of available roads through two or more states connecting and traversing areas of scenic, cultural, and recreational interest.” The key difference between the two programs is that USBRS emphasizes interstate travel, and the Washington State Scenic Bikeways Program emphasizes local economic development in communities within Washington State.

TIP: If your nominated route (or a portion of it) carries another designation that uses these terms, such as Scenic Byway, Historic District, or National Recreation Area, please mention those designations in Step 1 – Nomination Form.

Scenic Bikeway Designation Process

Things to Know Before You Start

1. **Any individual may nominate a route to be considered for Scenic Bikeway designation, but it is recommended that proponents form small groups for continuity and community buy-in.** Individual proponents could connect with bicycle advocacy groups, local tourism groups (such as destination marketing organizations), city and/or county staff and planners, and/or local chamber of commerce staff. There will be a question in Step 1 asking permission to share the proponent’s contact information with other proponents who have submitted route nominations in the same area to help facilitate collaboration that may result in consolidation of similar proposals.
2. **Bikeway owners’ consent is required prior to a Scenic Bikeway being designated. The Scenic Bikeways Coordinator will engage with bikeway owners** whose property is located within a nominated Scenic Bikeway. While the nomination of a route over private property is not explicitly prohibited under this program, proposed routes are more likely to be successful in this process if they only include public lands or private property for which there is a long-term agreement (e.g. easement) that allows for public travel over and across the property on the proposed route.
3. **The Scenic Bikeways program will ensure on-going, effective, and meaningful engagement with Tribes for the implementation of this program.**
4. **The Scenic Bikeways Coordinator will lead the route evaluation and (if needed) any community engagement prior to designation.** In coordination with proponent(s), bikeway owner(s), local experts, applicable jurisdictions, and others as necessary, the Scenic Bikeways Coordinator will be the point of contact throughout the nomination and designation process.

5. **The Washington Scenic Bikeways Program provides staffing to develop the Scenic Bikeway Memorandum of Understanding (Step 3) and Implementation Plan following designation (Step 5) and covers costs to initially design and fabricate Scenic Bikeway route identification signage** but does not provide funding for improvements, maintenance, marketing, or other costs related to Scenic Bikeway implementation and promotion. This program does not fund the construction of new facilities or land acquisitions.
6. **The entire route of a Scenic Bikeway nomination must be completely constructed prior to nomination.** Route nominations that include conceptual routes and alignments will be eliminated during Step 1.
7. **Trails and pathways (regardless of surfacing) less than ten feet wide shall not be eligible for Scenic Bikeway designation.** See Appendix A #7, for the types of bikeways eligible for designation.

For Questions and Assistance

If you have questions about this process or need assistance developing or submitting a route nomination, please contact the Scenic Bikeways Coordinator at ScenicBikeways@parks.wa.gov.

Washington State Scenic Bikeway

Route nomination and evaluation process steps
from route concept to implementation



Step 1: Route Nomination

The Route Nomination window will be open from October 1, 2025-November 30, 2025.

Route nominations may be submitted during the Route Nomination window by any individual, agency, Tribe, or group. These individuals or groups are referred to hereinafter as “proponents.”

A high-quality route should use comfortable, existing bikeways like separated shared-use paths, or the most “bike-friendly” roadways. If a route is located on a road, that road should ideally have low vehicle volumes, low vehicle speeds, and use the least complex intersections among available alternative routes. Your route nomination should highlight the unique aspects and scenic areas of the route and emphasize the potential for local economic development (such as patronage at bike shops, restaurants, lodging, tourist activities, etc.) along your proposed route. You can review the evaluation criteria in Appendix B and Appendix C to help determine whether your route could be a competitive nomination.

Please note: Minor route adjustments are allowed between Step 1 and Step 2 if fine-tuning is needed.

Complete and Submit a Route Nomination Form

A completed route nomination consists of three required elements:

(1) Route Nomination Form ([link to form](#)). This is a web-based application that allows a proponent to answer several questions about their proposed route.

The Nomination Form questions are in Appendix A for your review and preparation. Nomination forms and all attachments (including route map) must be completed and submitted by **11:59 pm on November 30, 2025.**

(2) Route Map. Maps must show enough detail for someone to navigate the route, otherwise the nomination must include turn-by-turn directions. There are multiple ways to complete and submit the route map component:

- Create a map using RideWithGPS.com ([Instructions to create route with RideWithGPS; no subscription required](#)). Insert your map link in the Route Nomination Form (in Microsoft Form).
- Create a map using RideWithGPS, PlotARoute.com, Google Earth, or similar program, export the file as a .kmz and email to ScenicBikeways@parks.wa.gov.
- Email a file of the route map (such as a PDF, JPEG, or other image file type) to ScenicBikeways@parks.wa.gov.

(3) Photos. Up to three photos must be submitted with a route nomination; please send to ScenicBikeways@parks.wa.gov. Photos should show the scenic, cultural, historic, or recreational value of the route, representative views of what someone might encounter along the route, and/or elements that make this route especially bike-friendly. Please do not submit AI-generated images as this is not what people biking will actually see, or aerial/drone photos due to potential negative impacts on wildlife. Maximum e-mail size is 20 GB including message and attachments.

Once a route nomination is received, Washington State Parks will send an acknowledgment email to the proponent. Please note that prior to submitting a route nomination, potential proponents are encouraged to contact the Scenic Bikeways Coordinator to seek guidance and feedback regarding their potential nomination.

TIP: Microsoft Forms can be used on a mobile device or a desktop, but once you begin there is no way to save your progress.

Preliminary Review

Route nominations will be screened by the Scenic Bikeways Coordinator for completeness. Nominations will then be scored by an evaluation committee made up of two State Parks staff (including the Scenic Bikeways Coordinator and one other staff member) and four Scenic Bikeways Advisory Task Force members representing tourism, WSDOT, Tribes, and other (at-large) perspectives (collectively “evaluation committee”). The evaluation committee members’ scores for each of the criteria will be averaged and then totaled to create the evaluation committee score. If there is a tie among proposed routes, it will be settled after an evaluation committee discussion.

Up to 15 routes will be selected to move on to Step 2 based on their notable scenic, cultural, historic, and recreational values as well as the diversity of route locations and cycling experiences. The Scenic Bikeways Program may elect to forward fewer than 15 routes to Step 2 based on staff/agency capacity and other considerations. *Please see Appendix B for evaluation criteria for Step 1.*

Following Step 1 evaluation, the Scenic Bikeways Coordinator will develop a map with proposed routes moving forward to Step 2, which will be sent to Tribes for review and input. Please note routes that receive comments of concern from Tribes may be eliminated from the process at this step if concerns cannot be mitigated successfully. At this time, Washington State Parks will also ask if respective Tribes desire to be directly connected to a route’s proponent group to be more involved in a route’s development (prior to Step 2) and to facilitate long-term partnerships and coordination.

Step 2: Route Presentations

Route presentations will occur in March 2026. Dates may be subject to change.

The Scenic Bikeways Coordinator will contact all bikeway owners included in a proposed route. Acknowledgment, but not formal consent (See Step 3 below for formal consent requirement), from each bikeway owner within a potential route must be documented prior to the Scenic Bikeways Coordinator scheduling virtual route presentations with each route proponent. Failure to obtain 100% bikeway owner acknowledgment may result in the route nomination not advancing to the presentation.

Proponents should not begin to work on this step until they’ve been notified by the Scenic Bikeways Coordinator that their proposed route has been selected for a route presentation in Step 2.

Route Presentation

The intent of the route presentation is to give proponents the opportunity to provide additional context and demonstrate the potential strengths of their proposed route. Each presentation will be scheduled for 30 minutes, with a 20-minute presentation and 10 minutes for questions and answers. All presentations will be held virtually using Teams. If accommodation is needed, please inform the Scenic

Bikeways Coordinator. An outline for the presentation is provided in Appendix C. A proponent's route presentation must follow the sequence of and specifically address the Step 2 Evaluation Criteria.

Community Support or Concern

If Tribes, organizations or individuals would like to formally express their support for a proposed route, letters of support for the route will be accepted up until the date of the route presentation (estimated for March 2026). The proponent should collect letters of support and send them as a consolidated file (.pdf) directly to ScenicBikeways@parks.wa.gov. Letters of concern may be directly emailed to the Scenic Bikeways Coordinator at the same email address.

Letters of support or concern may affect a route's scoring in Step 2.

Evaluation

Route presentations will be scored by the evaluation committee utilizing the Step 2 evaluation criteria attached herein as Appendix C. The evaluation committee members' scores for each of the criteria will be averaged and then totaled to create the evaluation committee score. If routes' scores are tied, the evaluation committee and State Parks staff may consider other aspects, such as geographic diversity among proposed routes and overall feasibility of the route's designation to determine the final ranking of routes.

Note: Up to five (5) routes will be selected to move on to Step 3.

Step 3: Scenic Bikeway Memorandum of Understanding

*Scenic Bikeway Memorandum of Understanding development for up to five routes will be initiated in April 2026. **Dates may be subject to change.***

This step will be led by the Scenic Bikeways Coordinator and will result in a Memorandum of Understanding ("MOU") among all entities with jurisdiction over bikeways that make up the route, local destination marketing organization(s), Washington State Parks and Recreation Commission, and any other parties that will have a role in a route's implementation. The MOU will establish formal consent of bikeway owners and the roles of each party following a designation. Per RCW 79A.05.800, "the designation of a facility or roadway as a scenic bikeway by the commission does not change the liability of the commission or any other state or local government entity with respect to unintentional injury sustained by a user of a scenic bikeway. Nothing in this subsection applies or limits the applicability of the provisions of RCW [4.24.210](#) to roads or facilities designated as scenic bikeways."

This step also includes final checks by WSDOT, environmental review, cultural resources review, and Tribal engagement which are described below.

Washington State Department of Transportation ("WSDOT") Review

Transportation engineering and planning staff from WSDOT will provide their professional opinions on the route's bikeway facilities based on available vehicle speed and volume data, separation between bikes and vehicles, and the overall Level of Traffic Stress ("LTS") for cyclists. If LTS cannot be calculated based on existing data, it will be estimated. WSDOT staff may suggest alternative routes that more closely meet the goals of a Washington State Scenic Bikeway. If this occurs, the Scenic Bikeways Coordinator will work with the proponent to ensure that any alternative considered is approved by said proponent.

Environmental & Cultural Resources Review

Washington State Parks will lead any environmental review needed to understand, avoid, and/or mitigate potential impacts related to a proposed Scenic Bikeway designation. Washington State Parks will likewise lead and complete a cultural resources review process, if required, during this step. This includes cultural resource technical consultation with Tribes if applicable.

Tribal Engagement

The Scenic Bikeways Coordinator will work with the Washington State Parks Office of Tribal Relations to facilitate the review of the draft MOU to ensure coordination with Tribes and to adequately address or mitigate concerns prior to designation.

Memorandum of Understanding (“MOU”)

A Memorandum of Understanding (“MOU”) will serve as documented formal consent from all bikeway owners and guide the establishment of the Scenic Bikeway. Parties to the MOU will include at minimum all bikeway owners, Washington State Parks, and the marketing strategy lead (e.g. destination marketing organization), but may also include other organizations, including Tribes, if they have an active role in the implementation and operation of the Scenic Bikeway. *See Appendix E: MOU Template.*

The MOU will include a mutually agreed upon schedule for implementation following the designation of the Scenic Bikeway. As part of the MOU, the parties will complete an outline for a Scenic Bikeway Implementation Plan including which parties will be involved in the sign plan, marketing plan, maintenance plan, and identification of any additional funding needed. *See Step 5: Implementation for more details.*

Step 4: Designation

Estimated to begin in July 2026. Dates may be subject to change.

The Scenic Bikeways Coordinator will present information about each proposed Scenic Bikeway to the Washington State Parks and Recreation Commission (“Commission”). The Commission will consider whether to designate a route as a Washington State Scenic Bikeway. There is an opportunity for public comment prior to any Commission action. The Commission may alternatively request further information about a route or decline to designate altogether.

Step 5: Implementation

Estimated to begin in October 2025. Dates may be subject to change.

Following the designation of a Scenic Bikeway, the Scenic Bikeways Coordinator will work with the MOU parties to fully develop each Scenic Bikeway Implementation Plan and finalize the design of each route’s official Scenic Bikeway sign. Each Scenic Bikeway sign will have a consistent design template, yet room for customization to reflect each route’s unique character.

Scenic Bikeway Implementation Plan Components

The Scenic Bikeway Implementation Plan will detail the actions needed to fully realize and maintain a Scenic Bikeway. The needs of each route may vary slightly, but each plan will include at minimum the following components:

- a. **Sign plan:** MOU parties will develop a sign plan for the proposed Scenic Bikeway route. This will include types of signs and the quantity of each sign type needed. Washington State Parks will lead and manage the initial design and fabrication of Scenic Bikeway route signs, but shall not design, fabricate, or provide other wayfinding or route-related signs as may be needed. Signs will be installed and maintained by whichever party is identified in the MOU.
- b. **Marketing plan:** MOU parties will develop a marketing strategy to promote the use of the Scenic Bikeway including best seasons to visit, descriptive route narratives, imagery and history and/or identification of amenities for visitors. The MOU will identify a marketing strategy lead who will carry out the proposed marketing actions. The marketing plan will include placing the designated route on the official Washington State Designated Scenic Bikeways map, which will be maintained by Washington State Parks and hosted on its website.
- c. **Funding strategy:** MOU parties will identify sources of funding for any necessary work including route signage installation and development of marketing materials.
- d. **Schedule (e.g. Gantt Chart):** MOU parties will develop a schedule for implementation, including specific dates for key milestones.
- e. **Route designation celebration:** MOU parties will be encouraged to host a Scenic Bikeway Route Designation celebration at the completion of initial implementation. The Scenic Bikeways Coordinator shall work with the Washington State Parks Office of Tribal Relations to invite and include respective Tribes to celebrate each route designation.

Official Scenic Bikeway Route Map

The Scenic Bikeways Coordinator shall work with the MOU parties to develop an official Scenic Bikeway Route Map for each Scenic Bikeway. In addition to individual maps, the Scenic Bikeways Coordinator shall develop and maintain a map showing all Scenic Bikeways designated to-date. These maps will be, at a minimum, posted on the Scenic Bikeways Program webpage hosted and maintained by Washington State Parks.

Monitoring

Each designated route and its MOU will be reviewed at least every five years. A route's failure to meet the program's goals may result in altering the route or revoking of the designation by the Commission. In addition, after designation and implementation, concerns may be brought to the attention of the Scenic Bikeways Coordinator and/or MOU parties. This could include unforeseen changes to portions of the route, concerns regarding unanticipated impacts, or other factors that negatively impact or interrupt the continuity of the route. In case of such events, the MOU parties shall work together to identify mitigating measures, including potential route changes. Any route changes to an existing Scenic Bikeway may be approved by the Director of Washington State Parks using the Step 3 review process identified herein.

Appendix

Appendix A. Nomination Form Questions (Step 1)

1. Please provide the names of all individuals in your proponent group. Please include the organization each individual represents (if applicable) and their role in the route's designation (roles might include route jurisdiction representative, marketing, nominator, supporter). (e.g. Jane Doe, staff at City of Metropolis—Bikeway owner)
2. What is the primary contact's name, email address, and phone number? (Please provide one person's contact info per proponent group)
3. Is it okay for the Scenic Bikeways Coordinator to share the primary contact's name and email with other proponents working on similar routes?
4. What is the name of your proposed Scenic Bikeway route? (Please note: Route names are subject to change. Final route name will be approved by the Washington State Parks & Recreation Commission)
5. How can your proposed route be accessed? (Include public parking, trailheads, transit connectivity, ferries, etc.)
6. Provide a map of your route. If possible, the map should show sufficient detail to identify each turn. Otherwise, written turn-by-turn instructions will need to be submitted with the map. Please indicate the recommended direction of travel, if applicable, or whether the route is intended as an out-and-back or a one-way route.
Options:
 - i. One option is to create a route map using RideWithGPS.com (Instructions to create route with RideWithGPS; no subscription required), PlotARoute.com, Google Earth, or a similar program. Insert your map weblink into the Route Nomination Form.
 - ii. Or use these programs or others to create a route map, then export as .kmz file and email to ScenicBikeways@parks.wa.gov. Image files (such as a PDF, JPEG, etc.) are also allowed.
7. Which bikeway types make up your route? Select all eligible types of bikeways that make up your route.
 - i. Bike lane: street level, 5' wide or more, delineated with paint
 - ii. Buffered bike lane: 5' wide or more, at street level with painted buffer (2' or more) between vehicle traffic

- iii. Separated bike lane: 5' wide or more at street level with physical barrier from vehicle traffic (i.e. planter boxes, concrete curb, etc.)
 - iv. Shared lane with vehicles on paved roadway. No bike lanes painted.
 - v. Gravel or crushed rock roadway where vehicles may be present.
 - vi. Paved roadway with shoulder (white painted line, no bikeways indicated): 4' shoulder or wider
 - vii. Paved roadway with shoulder (white painted line, no bikeways indicated): Shoulder narrower than 4'
 - viii. Paved shared-use path: 10' wide or more.
 - ix. Crushed rock or gravel multi-use trail: 10' wide or more.
8. What kind of cycling experience(s) does the route provide? Select all that apply.
- i. High-accessibility route (wider bikeways good for adaptive bikes; no gates or other obstacles to adaptive bike riders, etc.)
 - ii. One-day route (less than 4 hours)
 - iii. Road biking
 - iv. Gravel biking
 - v. Bike camping (paved or gravel riding and camping)
 - vi. Bike touring (indoor overnight accommodations)
 - vii. Supported experience (bike rider has the support of a companion vehicle or frequent retail stores to re-supply and provide basic assistance)
 - viii. Other, please describe.
9. Up to three photos must be submitted with a route nomination; please send to ScenicBikeways@parks.wa.gov. Photos should show the scenic, cultural, historic, and/or recreational value of the route; representative views of what someone might encounter along the route, and/or elements that make this route especially bike-friendly. Please do not submit AI-generated images or aerial/drone photos as this is not what people biking on this route will see.
10. What makes this route a unique bike riding experience? Scenic Bikeways should showcase the diversity of Washington's landscapes, communities, and bicycling experiences. (e.g. "This route traverses an oak forest ecosystem that is unique because it's the only region in Washington State that exhibits this rare ecosystem type. You can gravel bike for a few hours, catch some amazing views of the valley below, and take a short break to see a massive glacial erratic.")
11. Please describe the scenic value of this route. Scenic Bikeways should have exceptional scenic value – predominantly natural in character, along watercourses or through mountainous areas, or in areas with a view of such scenery. Pleasant natural smells or sounds can also help provide a pleasant experience. *If any area along the route has a scenic designation from a federal, state, or regional agency, please mention that here.*

12. Please describe the historic value and cultural tourism value of this route. Scenic Bikeways should have exceptional historic and/or cultural tourism value.

Historic value: Route may follow a historic route of travel, have designated or unofficial historic sites or districts, or otherwise provide opportunities to learn about historic events, places, and people.

Cultural value: Route provides opportunities to learn about and appreciate the cultural assets offered in a place, such as art, architecture, culinary arts, literature, storytelling, music, etc. and may include cultural infrastructure such as museums, performance venues, interpretation sites, buildings, parks, etc.

If any area along the route has a historic, cultural, creative district, or heritage designation from a federal, state, or regional agency, please mention that here.

13. Please describe the recreational value of this route. Scenic Bikeways should have exceptional recreational value -- such as offering recreational or interpretive facilities including but not limited to benches, rest areas, picnic areas, swimming areas, interpretive centers or other educational opportunities.

If any area along the route has a recreational designation by federal, state, or regional agencies, please mention that here.

Appendix B. Route Nomination Evaluation Criteria (Step 1)

Summary of Evaluation Criteria (Step 1)

Criteria	High (5)	(4)	Medium (3)	(2)	Low (1)
1. Proponent affiliation	Proponent group is a coalition of all jurisdictions and organizations involved		Multiple individuals and at least one organization or jurisdiction		Sole individual not acting on behalf of any organization or jurisdiction
2. Access to route	Multimodal access to the route; public parking available at start and end points		Personal vehicle needed; public parking lots available at route start and end points		No multimodal access or public parking available along route.
3. Bikeway types	Mostly separated from vehicles or uses shared lane with low ADT		Roadway with shoulder; variety of bikeway types; or shared lane with moderate ADT		No separation – i.e. shared lane with vehicles with moderate to high ADT
4. Unique experience	Nationally or regionally recognized unique experiences provided along this route		Route provides an experience that may not be unique, but exhibits some unique features of regional and local interest		Route does not provide an experience that is unique
5. Scenic Value	Exceptional scenic value		Moderate scenic value		No notable scenic value
6. Cultural & Historic Value	Many exceptional cultural or historic features or experiences		Moderate cultural or historic value		No notable cultural or historic value
7. Recreational Value	Exceptional recreational value		Moderate recreational value		No notable recreational value

Detailed Evaluation Criteria (Step 1)

This section provides more detail about the intent of the Step 1 Evaluation Criteria.

1. Proponent affiliation. Will the proponent be able to transition the proposed route from nomination to implementation? Does the proponent group include all parties along the route required to execute a Scenic Bikeway Memorandum of Understanding (Step 3)?

We ask this question to better understand the proposed route's viability and whether the route has a proponent group that includes all parties required to take a route from nomination to implementation.

- | | |
|----------|---|
| 5 Points | A complete coalition of individuals affiliated with all jurisdictions, destination marketing organizations, and Tribes along the route demonstrating the support necessary for a successful route designation and implementation. |
| 3 Points | Multiple individuals affiliated with at least one organization, jurisdiction, or destination marketing organization. |
| 1 Point | A sole individual not acting on behalf of any organization or jurisdiction. |

2. Access to the route. How can a visitor access this route? Modes may include public transit, rail, ferry, and vehicle, but must provide for the transportation of bicycles (e.g. if you're counting Amtrak, it must be a route which allows bikes to be transported on the train). Public parking may be free or require payment; may include any parking area where one may legally park a vehicle for the amount of time expected to ride the route (e.g. overnight parking may be needed for longer routes). This criterion favors routes that provide flexibility and choice for visitors.

- | | |
|----------|--|
| 5 Points | 3+ modes to access route; public parking available at the start and end of the route. |
| 3 Points | Can access route by private vehicle only; public parking is available at the start and end of the route. |
| 1 Point | Neither multimodal access nor public parking available at either the start or end of the route. You would need to ride a bike to the route to access it or be dropped off. |

3. Bikeway types. What types of bikeways make up the proposed route? Are there a lot of vehicles that share the road? This criterion favors routes that provide a comfortable riding experience for the widest spectrum of potential cyclists. Proponents should request traffic volume data from municipal, county, state, Tribal, or other applicable sources.

- | | |
|----------|---|
| 5 Points | The route is mostly made up of bikeways separated from vehicles (e.g. shared-use paths or bike paths) or using shared lanes with low average daily traffic ("ADT" less than 3,000). |
| 3 Points | A majority of the route uses bike lanes or shoulders, but not protected bike lanes or shared-use paths <u>and</u> has moderate average daily traffic (ADT between 3,000-7,000 ADT). |

- 1 Point A majority of the route's distance is on shared lane roadways where average daily traffic is moderate to high (ADT more than 7,000).

4. Unique experience. What makes this route a unique bike riding experience? Scenic Bikeways should showcase the diversity of Washington's landscapes, communities, and bicycling experiences.

- 5 Points The route is a one of a kind! Unique landscape, excellent route, plenty of things to see, do, and learn about and areas or sites along the route are nationally or state recognized.
- 3 Points The route provides an experience that may not be unique, but exhibits some unique features of regional and local interest. It displays a classic view or story of Washington. (e.g. railroad history, maritime, or old growth forest) with some traveler comforts (like rest areas or other amenities).
- 1 Point The route does not provide an experience that is unique; provides a typical bicycling experience that could be had in almost any community in Washington.

5. Scenic Value. The Scenic Bikeways program intends to showcase Washington State's most scenic areas – these are places where people riding bikes can enjoy scenic landscape views that are predominantly natural in character.

With the goal of designating Scenic Bikeways in the most scenic areas of the state, this criterion favors routes that are most scenic OR have pleasant natural smells or sounds.

- 5 Points Route has exceptional natural scenic value AND route has another designation by state or federal agencies (e.g. state or national Scenic Byway, National Scenic Trail, National Scenic Area, etc.).
- 3 Points Route has moderate scenic value.
- 1 Point Route has no notable scenic value (e.g. mostly heavily impacted by human activity, industrial, polluted, degraded landscapes).

6. Cultural and Historic Value. Culture and history are inextricably linked. The program intends to showcase Washington State's areas with exceptional historic and cultural value. This criterion favors routes that have the most historic and cultural value.

- 5 Points Route has exceptional cultural value and historic value AND has been formally recognized. i.e. The route features areas or sites on the National Register of Historic Places, National Historic Trail, Creative District, the Washington Heritage Register, etc. May include cultural infrastructure like museums, performance venues, interpretation sites, buildings, parks, etc.
- 3 Points Route demonstrates cultural value and historic value; may include cultural tourism assets such as art, architecture, culinary arts, literature, storytelling, music, etc. heritage markers or historic sites recognized by the city or county.
- 1 Point Route has no known cultural value or historic value.

7. Recreational Value. This program intends to showcase Washington State’s areas of exceptional recreational value. This criterion favors routes with significant recreational value and recreational opportunities. The RCW defines recreation as, “Activities of a voluntary and leisure-time nature that aid in promoting entertainment, pleasure, play, relaxation, or instruction.”

- | | |
|----------|---|
| 5 Points | Route has exceptional recreational value; is located mostly within or adjacent to public lands or recreation areas, features interpretation or educational sites, and/or connects to numerous recreation opportunities (e.g. campgrounds, trails, swimming areas, etc.) <u>AND</u> has other designation by state or federal agencies (e.g. National Recreation Area, National Recreation Trail, etc.). |
| 3 Points | Route provides some connectivity to public recreational areas with some adjacent developed recreational facilities (e.g. campgrounds, public beaches, trails, picnicking, swimming areas, etc.) |
| 1 Point | Route provides little or no connectivity to recreational areas or recreational opportunities. |

Appendix C. Route Presentation Outline and Evaluation Criteria (Step 2)

Each presentation will be scheduled for 30 minutes on Microsoft Teams. Up to 20 minutes will be allocated for the proponent to share information about their route via PowerPoint, with the remaining time reserved for questions and answers.

Presentations should be simple and concise. Please avoid videos, animations, and fancy graphics as they may not work well when presented virtually on Teams. Use of widescreen format is recommended, but standard is fine.

Presenters must respond to all evaluation criteria in the order listed below, including a route introduction. It is recommended that a proponent group designate one presenter, but an entire proponent group may attend the presentation and be available for the question-and-answer section.

The evaluation committee will score each route presentation based on the following criteria:

Summary of Evaluation Criteria (Step 2)

Criteria	High (5)	(4)	Medium (3)	(2)	Low (1)
Administration and Feasibility (15 points total)					
Route Introduction	<i>(Not Scored)</i>				
1. Proponent group	Every organization needed to successfully implement a Scenic Bikeway Route		Single organization		Individual unaffiliated with any organization
2. Support/ Opposition	Significant community support and community engagement demonstrated		Community support demonstrated		Opposition is known
3. Financial feasibility	Proponent nomination includes pledges of staff and financial support to fund route implementation and marketing		Proponent nomination includes pledges of volunteer or staff time to support route implementation or marketing		Proponent nomination includes no pledges of volunteer, staff, or financial support
Inherent Values and Experience (35 points total)					
4. Scenic value	Excellent scenic value		Moderate scenic value		Low scenic value
5. Cultural and historic value	Excellent cultural value and/or historic value		Moderate cultural value and/or historic value		Low cultural value and/or historic value
6. Recreational value	Excellent recreational value		Moderate recreational value		Low recreational value

7. Unique experience	One of a kind, unusually memorable, consistent exposure to exceptional experiences		Route provides some qualities or attributes that are locally or regionally unique		Route provides an experience that is common
8. Route amenities and services	Many options consistently throughout the route		Some amenities; may be distributed inconsistently throughout route		Limited. Self-sufficiency required
9. Rider logistics	Route is a closed loop		Route is a one-way but provides convenient shuttle with two vehicles (<45 minutes' drive end to start) or public transit		Route is a one-way with a long shuttle between start and end point (>45 minutes' drive end to start) with no public transit options available
10. Level of difficulty	Shorter distance; mostly easy elevation profile (generally flat or mild grades)		Moderate distance and elevation profile (some ups and downs with some more significant grades)		Significant distance; elevation profile characterized by frequent and large elevation gain / loss

Detailed Evaluation Criteria (Step 2)

This section provides more information about the Step 2 Evaluation Criteria.

Route Introduction. In less than one minute, introduce the route and the route's location to set the stage for the route proposal. Locate the route on statewide and regional maps to help orient evaluators. This is not scored.

Administration and Feasibility Section

1. Proponent group. Does the proponent group represent a coalition of all the stakeholders along the route needed for successful implementation? Can the group provide continuity in advocating for the route and its designation?

- | | |
|----------|---|
| 5 Points | Proponent group is a complete coalition of representatives from all stakeholders within the route needed for successful implementation. (e.g. all bikeway owners, destination marketing organization, Tribes, etc.) |
| 3 Points | One organization is involved as proponent. |
| 1 Point | Sole individual serving as proponent, unaffiliated with any organization. |

2. Support/opposition. What is the local reaction to people riding bicycles? Is there demonstrated community support for designating the proposed route? Is there any known opposition?

- | | |
|----------|--|
| 5 Points | Significant community support demonstrated for designation of this route <u>AND</u> letters of support have been received. |
| 3 Points | Community support demonstrated. |
| 1 Point | Opposition is known. |

3. Financial feasibility. Are there resources the proponent group proposes contributing to the proposed route's implementation, marketing, and future management?

- | | |
|----------|--|
| 5 Points | Proponent's nomination includes pledges of volunteer and/or staff <u>AND</u> financial support to fund route implementation and marketing. |
| 3 Points | Proponent's nomination includes pledges of volunteer and/or staff time to support route implementation and/or marketing. |
| 1 Point | Proponent's nomination includes no pledges of volunteer, staff, or financial support. |

Inherent Values and Experience Section

4. Scenic Value. The Scenic Bikeways program intends to showcase Washington State's most scenic areas – these are places where people riding bikes can enjoy scenic landscape views.

With the goal of designating Scenic Bikeways in the most scenic areas of Washington State, this criterion favors routes that are most scenic OR have pleasant natural smells or sounds.

- | | |
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| 5 Points | Route demonstrates exceptional natural scenic value <u>AND</u> is formally recognized through designation by state or federal agencies (e.g. state or national Scenic Byway, National Scenic Trail, National Scenic Area, etc.). |
| 3 Points | Route demonstrates moderate scenic value. |
| 1 Point | Route demonstrates little or no scenic value (e.g. heavily impacted by human activity, industrial, polluted, degraded landscapes). |

5. Cultural and Historic Value. Culture and history are inextricably linked. The program intends to showcase Washington State's areas with exceptional historic and cultural value. This criterion favors routes that have the most historic and cultural value.

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|----------|---|
| 5 Points | Route demonstrates exceptional cultural value and historic value <u>AND</u> has been formally recognized. For example, the route features areas or sites on the |
|----------|---|

National Register of Historic Places, National Historic Trail, the Washington Heritage Register, designated as a Creative District, etc.

- 3 Points Route demonstrates cultural value and historic value; including cultural assets such as art, architecture, culinary arts, literature, storytelling, music, etc. or heritage markers or historic sites recognized by the city, county, or Tribes.
- 1 Point Route demonstrates little or no cultural value or historic value.

6. Recreational Value. This program intends to showcase Washington State’s areas of exceptional recreational value. This criterion favors routes with significant recreational value and recreational opportunities.

- 5 Points Route demonstrates exceptional recreational value. Route is located mostly within or adjacent to public lands or recreation areas, features interpretation or educational sites, and/or connects to numerous recreation opportunities (e.g. campgrounds, trails, swimming areas, etc.) AND is formally recognized through designation by state or federal agencies (e.g. National Recreation Area, National Recreation Trail, etc.).
- 3 Points Route demonstrates recreational value (e.g. provides some connectivity to public recreational areas with some adjacent developed recreational facilities, including campgrounds, public beaches, trails, picnicking, swimming areas, etc.
- 1 Point Route demonstrates little or no recreational value (e.g. limited or no connectivity to recreational areas or recreational opportunities).

7. Unique experience. Does this route offer a unique cycling experience in an unusual and memorable landscape? This criterion reflects the legislation that established the Scenic Bikeways program and its intent to provide a variety of Scenic Bikeways in different areas of Washington State and to provide a variety of experiences.

- 5 Points Route provides a unique and memorable experience with consistent exposure to exceptional experiences and points of interest. For example, the route traverses through a nationally or internationally unique geological feature or a rare agricultural setting that only occurs in an area due to unique climate, soils, and geography.
- 2 Points Route provides some qualities or attributes that are locally or regionally unique. For example, the route showcases maritime history.
- 1 Point Route provides an experience that is common in many communities. For example, the route traverses through a mixed conifer forest.

8. Route amenities and services. Does the route provide opportunities for food and beverage, overnight accommodations, bike repair services, or other amenities and services which would help support and sustain the proposed route and future riders?

- | | |
|----------|---|
| 5 Points | Route provides a variety of amenities and services that could support riders, including restaurants, grocery stores, overnight accommodations, and bike repair shops at multiple locations. |
| 3 Points | Riders must plan ahead and carry some supplies, but have access to basic necessities along the route such as food and water; services may be inconsistent. |
| 1 Point | A rider must be self-sufficient due to limited amenities available and/or extremely long distances between amenities and services. |

9. Rider logistics. How complex are the logistics of this route? Does the route have the same start and end point, eliminating the need for shuttle arrangement or multiple vehicles? If not, can it reasonably be expected that visitors won't be deterred by shuttle distance or complex logistics?

- | | |
|----------|---|
| 5 Points | The route is a closed loop (ending back at the start). |
| 3 Points | The route is a one-way ride and requires less than 45 minutes' drive between the two points making it convenient to shuttle with two vehicles, or public transit is available (must allow bicycles) |
| 1 Point | Route is a one-way ride, with a long shuttle between points (over 45-minute drive) and no transit is available. |

10. Level of difficulty. Would the route's length and elevation gain be a deterrent for an average person attempting the route? The intent of this criterion is to determine which routes may be more appealing to a wider spectrum of potential visitors and thus be more successful in encouraging bicycle-based activities and tourism.

- | | |
|----------|---|
| 5 Points | Route's total distance is under 40 miles; mostly mild elevation profile with generally flat terrain. |
| 3 Points | Route would be considered a moderate ride for an average cyclist with a total distance of between 40-100 miles; may have moderate elevation profile (e.g. some hill climbs and some more significant grades). |
| 1 Point | Route would be considered a challenging, multi-day ride for an average cyclist with a total distance of over 100 miles; challenging elevation profile (e.g. many large elevation gains and losses in excess of the 'golden ratio' of 1,000' elevation gain per 10 miles). |

Appendix D. Program Vision and Goals

The program's vision and goals were developed through conversations with the advisory task force, Tribes, State Parks staff, partners, and stakeholders, as well as through research of other bikeway designation programs and best practices in outdoor recreation and natural resource management.

The program vision is intended to reflect the State Parks vision, which reads: "Washington's state parks will be cherished destinations with natural, cultural, recreational, artistic, and interpretive experiences that all Washingtonians enjoy, appreciate, and proudly support."

Program Vision

The Scenic Bikeways program will provide a diverse collection of well-researched and easy-to-navigate cycling routes that inspire people to explore and appreciate Washington's exceptionally scenic, cultural, historic, and recreational areas by bicycle, all while encouraging local economic activity for communities around the state.

- Create a welcoming and accessible program
- Provide a variety of cycling experiences in a variety of places
- Create a route nomination and designation process with strong community engagement
- Provide consistent communication for visitors in route messaging, signing, and marketing
- Assess the impact of recreation to Tribal Nations and their inherent rights, and identify ways to avoid or mitigate impacts
- Connect existing parks, open spaces, trailheads, and other recreational facilities
- Evaluate the cumulative impacts of the program as a whole; identify mitigation strategies to minimize negative impacts
- Encourage responsible recreation and tourism
- Provide opportunities for visitor and community feedback
- Identify pathways for funding to implement the program and maintain it into the future
- Promote health and wellness

Program Goals

The goals of the Scenic Bikeways Program together will accomplish the vision of the program. The program goals are as follows:

- Effective communication: provide clear maps and language; educate visitors so they can plan ahead and prepare accordingly.
- Diverse experiences: Provide high-quality experiences with varying levels of challenge, diverse scenery and sensory experiences, rich cultural histories, local amenities and services; connect existing parks and biking facilities.
- Community process: Create a route designation process that includes community members and partners.
- Tribal engagement: include Tribal nations in the program development and route evaluation process, with the utmost respect for tribal treaty rights and the inherent rights of Tribes
- Sustain community connections: Encourage route-based activities – highlight community events, contribute to local economies, etc.

- Identity and wayfinding: Develop consistent program messaging and a wayfinding strategy for each Scenic Bikeway.
- Funding: Develop a model for route implementation and long-term funding for the program
- Sponsorships: Develop a model for individuals, organizations, and/or businesses to sponsor a route.
- Maintain: Measure outcomes of program; collect community feedback; identify maintenance needs and work with bikeway owners to complete any needed maintenance on route.

Appendix E. MOU Template

SCENIC BIKEWAY DESIGNATION

MEMORANDUM OF UNDERSTANDING

Between

[ENTER: Party 1 – Bikeway Owner];

[ENTER: Party 2 – Marketing Lead/Destination Marketing Organization];

[ENTER: Other parties as appropriate]

And

Washington State Parks and Recreation Commission

This **Memorandum of Understanding** (“MOU”) is made and entered between [Party 1 bikeway owner], having offices for the transaction of business at [address], [Party 1], hereinafter referred to as the “[Casual Name of Party 1],” [Party 2 marketing lead/Destination Marketing Organization], having offices for the transaction of business at [address], hereinafter referred to as the “[Casual Name of Party 2]”, and the State of Washington through its Washington State Parks and Recreation Commission, having offices for the transaction of business at [address], hereinafter referred to as the “Commission,” hereinafter referred to individually as a “Party” or collectively as “the Parties.”

RECITALS

WHEREAS, pursuant to Revised Code of Washington (“RCW”) 79A.05.800, the Washington State Legislature directed the Commission to establish a scenic bikeways program (“Scenic Bikeways Program”) for the designation and promotion of bicycle routes of notable scenic, recreational, cultural, or historic value; and

WHEREAS, pursuant to RCW 79A.05.800, the Commission has established the [Scenic Bikeway route name] (“Scenic Bikeway”) further described and depicted in Exhibit “A” attached hereto and incorporated herein by reference, through the route nomination and evaluation process described in the 2025 Scenic Bikeways Program Manual; and

WHEREAS, the Parties are desirous of designating and implementing the Scenic Bikeway described herein.

NOW THEREFORE, for and in consideration of the mutual promises set forth hereinafter, the Parties hereto understand and agree as follows:

SECTION 1: PURPOSE

The purpose of this MOU is to (1) demonstrate support of all parties necessary to establish and implement the [Name] Scenic Bikeway and (2) outline roles and responsibilities for each party to this agreement to produce a successfully established, implemented, and promoted Scenic Bikeway.

SECTION 2: TERM

The term of the MOU shall be twenty years (20) from the date of the establishment of the Scenic Bikeway. This MOU may be renewed upon mutual agreement by the Parties for an additional ten-year (10) term by the Parties.

SECTION 3: [PARTY 1 BIKEWAY OWNER]

Note: Replicate this section for every Bikeway Owner.

[Party 1 Bikeway Owner] has control and tenure for certain real property where the Scenic Bikeway as described herein is located upon. As such, unless otherwise described herein, [Party 1] hereby agrees to the following:

- Consent to the Scenic Bikeway being located on certain real property further described in Exhibit “B,” hereinafter referred to as “Scenic Bikeway Property.”
- Collaborate with the Parties to develop a Scenic Bikeway Implementation Plan, the outline of which is attached hereto and incorporated herein as Exhibit “C,” following formal Commission action to establish the Scenic Bikeway.
- Manage the Scenic Bikeway Property and associated facilities (e.g. roads, shared-use paths, etc.) consistent with allowing and facilitating bicycle travel, including when considering improvements, speed limit changes, or altering other factors that could affect bicycle use.
- Provide all sign installation materials and staffing necessary to install and maintain Scenic Bikeway Route signs and signposts as described in the Scenic Bikeway Implementation Plan. Note: Unless otherwise mutually agreed upon by the Parties, the Commission at its sole expense will provide Scenic Bikeway Route signs. The Commission will not provide wayfinding signs to direct visitors to or from the Scenic Bikeway.
- Notify the Parties if any portion of the Scenic Bikeway Property may be impacted by or closed due to construction or other factors. In such case, Party 1 agrees to develop and provide to the Parties an official Scenic Bikeway route detour description that can be incorporated in official information, maps, and marketing materials.
- Notify the Commission if a Tribe contacts [Bikeway Owner 1] regarding concerns specific to the Scenic Bikeway. [Bikeway Owner 1] agrees that the Commission shall lead any engagement with the Tribe related to the Scenic Bikeway unless otherwise mutually agreed upon by the Parties.

SECTION 4: [Party 2 DESTINATION MARKETING ORGANIZATION]

As the destination marketing organization for the region the Scenic Bikeway is located within, [Party 2] will be able to promote it through marketing materials and information that can be provided to both the

local community and to potential visitors from outside of the organization's service area. As such, unless otherwise described herein, [Party 2] hereby agrees to the following:

- Collaborate with the Parties to develop a Scenic Bikeway Implementation Plan, an outline of which is attached hereto and incorporated herein as Exhibit "C," following formal Commission action to designate the Scenic Bikeway.
- Develop marketing graphics, photos, and route informational materials to promote the use of and visitors to the Scenic Bikeway.
- Engage with the community, local businesses, and potential visitors from outside its service area to raise awareness and promote the use of the Scenic Bikeway and adjacent visitor amenities and attractions.
- Identify points of interest in the community or communities along the route that should be noted on official route maps. Notify the Commission if a Tribe contacts [Destination Marketing Organization] regarding concerns specific to the Scenic Bikeway. [Destination Marketing Organization] agrees that the Commission shall lead any engagement with the Tribe related to the Scenic Bikeway unless otherwise mutually agreed upon by the Parties.

SECTION 5: COMMISSION

The Commission has the authority to establish and revoke a Scenic Bikeway designation and ensure that each designation meets the intent of RCW 79A.05.800 et seq. As such, unless otherwise described herein, the Commission hereby agrees to the following:

- Collaborate with the Parties to develop a Scenic Bikeway Implementation Plan, an outline of which is attached hereto and incorporated herein as Exhibit "C," following formal Commission action to establish the Scenic Bikeway.
- Unless otherwise agreed upon by the Parties, serve as the primary point of contact with Tribes in the area of each Scenic Bikeway.
- Lead and provide staff for any required environmental or cultural resources assessments.
- Design, fabricate, and provide at its own expense the quantity of "Scenic Bikeway Route" signs to be installed along the route as described in the Scenic Bikeway Implementation Plan.
- Provide and maintain information about the Scenic Bikeway on www.parks.wa.gov, including:
 - Create and maintain an official Scenic Bikeways route map for [Name Scenic Bikeway] on the Commission's website and provide a downloadable / printable version of said map.
 - Create and maintain an official "Washington State Scenic Bikeway Routes Map," which will be posted on the Commission's website and provide a downloadable / printable version of said map.
 - Create and provide additional Scenic Bikeway route map files such as .kml and .gpx for download.

- Info sheet with turn-by-turn directions for the Scenic Bikeway.
- Info sheet about the Scenic Bikeways Program.
- Monitor the Scenic Bikeway to ensure that it is providing the benefits and outcomes envisioned in the program’s development.
- Lead any Tribal engagement unless otherwise mutually agreed upon by the Parties.

SECTION 6: TERMINATION

The Commission may terminate this MOU and revoke the Scenic Bikeway’s designation with cause if it finds that the Scenic Bikeway is no longer meeting the intent of RCW 79A.05.800 or a party or parties are in violation of this MOU. The Commission shall take the following steps prior to termination and revocation of the scenic bikeway designation:

1. Upon determination of a non-compliance issue, the Commission shall notify the party or parties and provide for a sixty-day (60) response period (“response period”). The party or parties shall provide a response to the Commission within the response period that at minimum:
 - a. Informs the Commission of a proposed corrective course of action for consideration; or
 - b. Request that the Scenic Bikeway’s designation be revoked and this MOU terminated.

The Commission shall consider the response and accept, request modifications thereof, or reject entirely and identify a different course of action for consideration. Unless otherwise mutually agreed upon by the Parties, the Parties shall have sixty (60) days upon receipt of the response to reach a mutually agreed upon resolution. Should a mutually agreed upon resolution not be achieved, the Commission shall terminate this MOU and revoke the Scenic Bikeway’s designation.

The Parties may mutually agree to revoke the Scenic Bikeway’s designation and terminate this MOU at any time.

Upon termination of this MOU and revocation of the Scenic Bikeway’s designation, the bikeway owner(s) identified herein shall remove the scenic bikeway signs at their sole expense and return said signs to the Commission within ninety (90) days of termination. The Commission shall remove references to the revoked route on official information maintained by the Commission. The [Party 2 name] destination marketing organization shall remove references to the revoked route on their informational and promotional materials.

SECTION 7: MODIFICATION

The provisions of this MOU may be modified at any time by the mutual consent of all Parties hereto.

SECTION 8: ASSIGNMENT OF RIGHTS

No rights under this MOU may be assigned without the prior written consent of the other Parties.

SECTION 9: NOTICE

All noticed required or permitted under this agreement may be emailed or mailed via United States Postal Service (USPS). Any notice so mailed via USPS shall be effective three (3) days after mailing. All

changes of address shall be effective upon written notice in the fashion provided by this section. The Parties hereby designate the following individuals to receive notice:

COMMISSION: Washington State Parks & Recreation Commission
Attn: Scenic Bikeways Coordinator 300 Desmond Dr. SE
Lacey, WA 98503
Phone No. [enter] or email [enter]

[Party 1 Bikeway Owner]
[PARTY 1; ENTER ADDRESS]
Phone No. [enter] or email [enter]

[Party 2 Marketing Lead]
[PARTY 2; ENTER ADDRESS]
Phone No. [enter] or email [enter]

SECTION 10: GOVERNANCE

This MOU is entered into pursuant to and under the authority of the laws of the State of Washington and any applicable federal laws. The provisions of this Agreement shall be construed to conform to such laws. In the event of an inconsistency in the terms of this Agreement, or between its terms and any applicable statute or rule, or between its terms and the terms and conditions of any underlying funding contract, the inconsistency shall be resolved by giving precedence in the following order:

1. Applicable state and federal statutes and rules, and
2. Any other provisions of the Agreement, including materials incorporated by reference.

In the event of a lawsuit involving this Agreement, the venue shall be proper only in [INSERT COUNTIES PERTAINING TO SCENIC BIKEWAY].

SECTION 11: SEVERABILITY

If any provision of this MOU or any provision of any law, rule or document incorporated by reference into this MOU shall be held invalid, such invalidity shall not affect the other provisions of this agreement that legally can be given effect without the invalid provision. To this end, the provisions of this MOU are declared to be severable.

SECTION 12: COMPLETE EXPRESSION

This MOU, and any written attachments or amendments thereto, constitutes the complete contractual expression of the Parties, and any oral representations or understandings not incorporated herein are excluded.

IN WITNESS WHEREOF, the Parties have executed this Memorandum of Understanding.

WASHINGTON STATE PARKS AND RECREATION COMMISSION:

Diana Dupuis, Director

Date

[PARTY 1 BIKEWAY OWNER]:

[ENTER NAME, POSITION]

Date

[PARTY 2 MARKETING LEAD]:

[ENTER NAME, POSITION]

Date

EXHIBIT "A"

[Name] Scenic Bikeway Route Description

EXHIBIT “B”

Party 1 Scenic Bikeway Property Description

Exhibit “C”

Route Implementation Plan Outline

[Name of Scenic Bikeway]

1. Sign Plan. Goal: for Scenic Bikeways to be easy to navigate.
 - a. Identify locations for wayfinding signs and develop designs. [30% plan by date]
 - b. Follow applicable sign code or standards. Identify the number of needed signposts, and/or install Scenic Bikeway signs on existing posts as space allows. [Estimated date of completion]
 - c. [Party _] to install and maintain signs. Installation should be completed by [estimated date].
2. Maintenance Plan. Goal: for Scenic Bikeways to be comfortable and predictable bike riding experiences.
 - a. Maintain the [bikeway facility] in the section of the [area description]. This [bikeway] is designed to enhance the user’s [bicycle recreation experience by improving navigability of scenic and exceptional conditions]. This may include bikeway surface sweeping, debris removal, repairing potholes, paving, etc.
 - i. [specify preferred state of good repair, e.g. surface type, signage, parking lots, lighting, kiosks, bike repair tools, etc.]
 - b. [Determine who] will maintain the parking lot, restrooms, picnic areas, etc. in a state of good repair for the benefit of Scenic Bikeway users and all other users.
 - c. [Party 1] will identify any maintenance such that it minimizes negative effects on adjacent landowners.
3. Funding Plan. Goal: for Scenic Bikeways to be low-cost but high engagement outdoor recreation assets for all Washingtonians.
 - a. The parties will collaborate to secure funding for signage, maintenance, or marketing of the Scenic Bikeway. Sources may include grants, sponsorship, or agency funding. The Commission or [Party 1] may act as primary applicants, and the other parties should provide letters of support when appropriate.
 - b. The parties will evaluate trailhead parking utilization and coordinate on any parking fees or permits.
 - c. The parties will work together on sponsorship by nonprofit or private organizations; will be led by Commission but will need coordination with other parties.
4. Communications Plan. Goal: for Scenic Bikeways to be welcoming to all Washingtonians.

- a. Develop a route map. Post it online including PDF and bike-computer capable files like .kml. Share widely including on sites such as RideWithGPS.com. Include turn-by-turn instructions, points of interest along the route, parking and lodging locations, and other useful information.
 - b. Develop informational materials including Commission webpage updates; may include brochures, small guidebooks, etc.
- 5. Marketing Plan. Goal: for Scenic Bikeways to generate local economic development in the communities where they're routed.
 - a. Identify partners in the community (DMO's, bike advocacy groups, municipal staff, business owners, chamber of commerce, volunteers, etc.).
 - b. Tasks to make up a marketing strategy may include business engagement, community engagement, taking photos, writing copy, or other actions that support the success of the route in each community.
 - c. [Party 2] should include information about the [name of route] Scenic Bikeway experience in their regularly scheduled outdoor recreation, responsible recreation, and/or rural tourism content as well as other opportunities where it aligns with the organization's messaging. Audiences should include local residents and visitors from other regions.
 - d. Identify opportunities to enhance signage or other aspects of the Scenic Bikeway to enhance usability and positive experiences; could be bike signage routing riders toward amenities or Points of Interest (POI's)
 - e. Identify opportunities to encourage local economic development in the communities along the Scenic Bikeway.
- 6. Community Engagement & Volunteer Management Plan. Goal: for Scenic Bikeways to be self-sustaining, benefit the communities in which they're located, and bring people together.
 - a. The parties should identify opportunities for community members to engage – e.g. “adopt-a-mile” route cleanups, habitat restoration work, or other options as appropriate.
 - b. Coordinate with organizers of any proposed events e.g. festivals, group rides, seasonal events that could appeal to visitors of the Scenic Bikeway. Conference or eventgoers may similarly be interested in information about Scenic Bikeways in the area.
- 7. Dynamic Management Plan. Goal: for Scenic Bikeways to impact the landscape as little as possible.
 - a. If additional capacity should be needed on the designated Scenic Bikeway or if impacts from recreation become problematic, all parties will work together to find a sustainable and cost-effective solution. Discouraging crowding, encouraging disparate times of use, and other adaptive management strategies may be used.

- b. [Party 1] and the Commission: If parking capacity becomes an issue, the parties will work together to consider permits, fees, or other tools. The RCW states that using a Scenic Bikeway will not require a recreational access pass (“Discover Pass”), but a Discover Pass may be required to park a vehicle at state-owned trailheads, parks, or recreational sites to access Scenic Bikeways. Other parking regulations, restrictions, and fees will be communicated clearly with the route information.