



SKOOKUM FALLS. PHOTO BY D. ROBERTS

Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings

**A findings report for the Snoquera Trails Coalition's
2025 data and research efforts pertaining to the
recreational trails system and use.**

DECEMBER 2025



Land Acknowledgment

The Snoquera Trails Assessment and accompanying research and findings contained in this report concern lands central to the culture, history and present day lives of many Indigenous people, including the Muckleshoot, Nisqually, Puyallup, Snoqualmie, Squaxin Island, Tulalip and Yakama Tribes. The trails accessed in the Snoquera region traverse lands ceded by the Muckleshoot, Nisqually, Puyallup and Squaxin Island Tribes in the 1854 Medicine Creek Treaty, the Tulalip Tribes in the 1855 Treaty of Point Elliott and the Yakama Nation in the 1855 Yakama Treaty.

Under these treaties, important rights to fish in all usual and accustomed places and to hunt and gather on all open and unclaimed lands were reserved to maintain the Tribes' livelihoods and cultures. The Mt. Baker-Snoqualmie National Forest and state lands within the Snoquera region are simultaneously within Tribal "usual and accustomed" areas and "open and unclaimed" lands on which the Tribes maintain these treaty rights. These areas remain important to the vitality of Indigenous peoples' lifeways and communities.

Acknowledgments

The Snoquera Trails Coalition was formed to support multi-year efforts to steward and improve trails along the Highway 410 corridor in western Washington state. Made up of recreation and conservation stakeholders, coalition members represent communities and users who recreate and enjoy trails along Highway 410. Through their participation, coalition members offer their unique perspectives and knowledge about the past, present and future of the Snoquera area to contribute to a Snoquera Trails Assessment that will consolidate recommendations for trail system and area improvements.

The contributions of coalition members were invaluable to the findings of this report. The coalition has met biweekly since May 2025, including field tours, to offer their expertise and insights to this report, reflecting the strong collaboration of the group.

The Snoquera Trails Coalition includes:

- Back Country Horsemen of Washington
- Conservation Northwest
- Enumclaw Plateau Community Association
- Evergreen Mountain Bike Alliance
- Northwest Motorcycle Association
- Pacific Northwest Four Wheel Drive Association
- Snoqualmie Fire Lookouts Association
- Trout Unlimited
- United States Forest Service
- Visit Rainier

Support

Washington Trails Association volunteer Michael Kapteyn supported this project by offering recommendations and assistance on data analysis. Additional Washington Trails Association volunteers Joel Grant and Reed Waite hiked Snoquera trails to contribute to the trail inventory data.

This report was written and reviewed by Cassidy Giamptero of Washington Trails Association and contractor Sarah Lange.

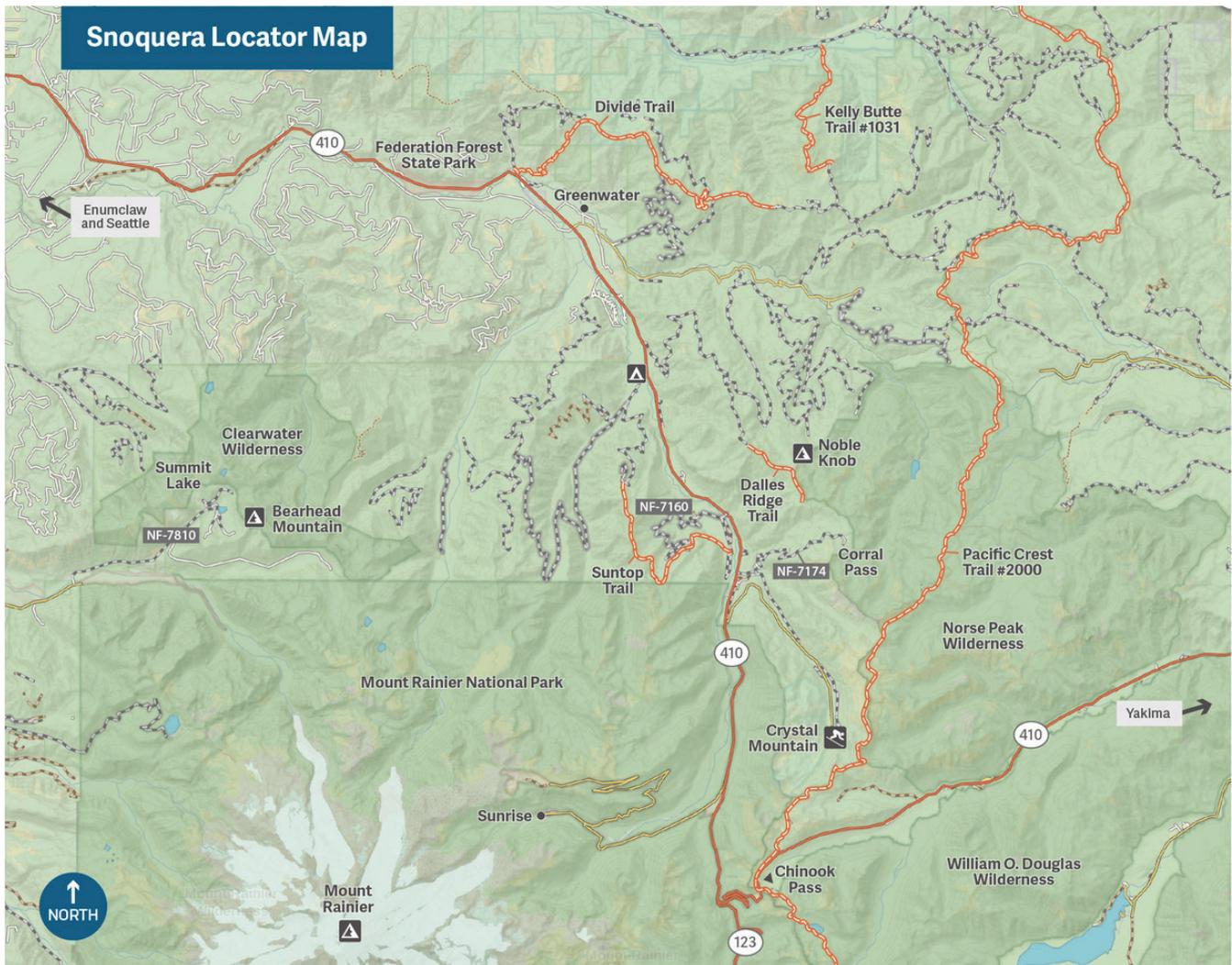
The 2025 research phase of the Snoquera Trails Assessment was supported by the State of Washington Tourism's Rural Tourism Research and Data grant. State of Washington Tourism's funding expanded scope and capacity to complete data collection and analysis in summer 2025.



Greenwater Lakes trail. Photo by trip reporter DayTrekker.

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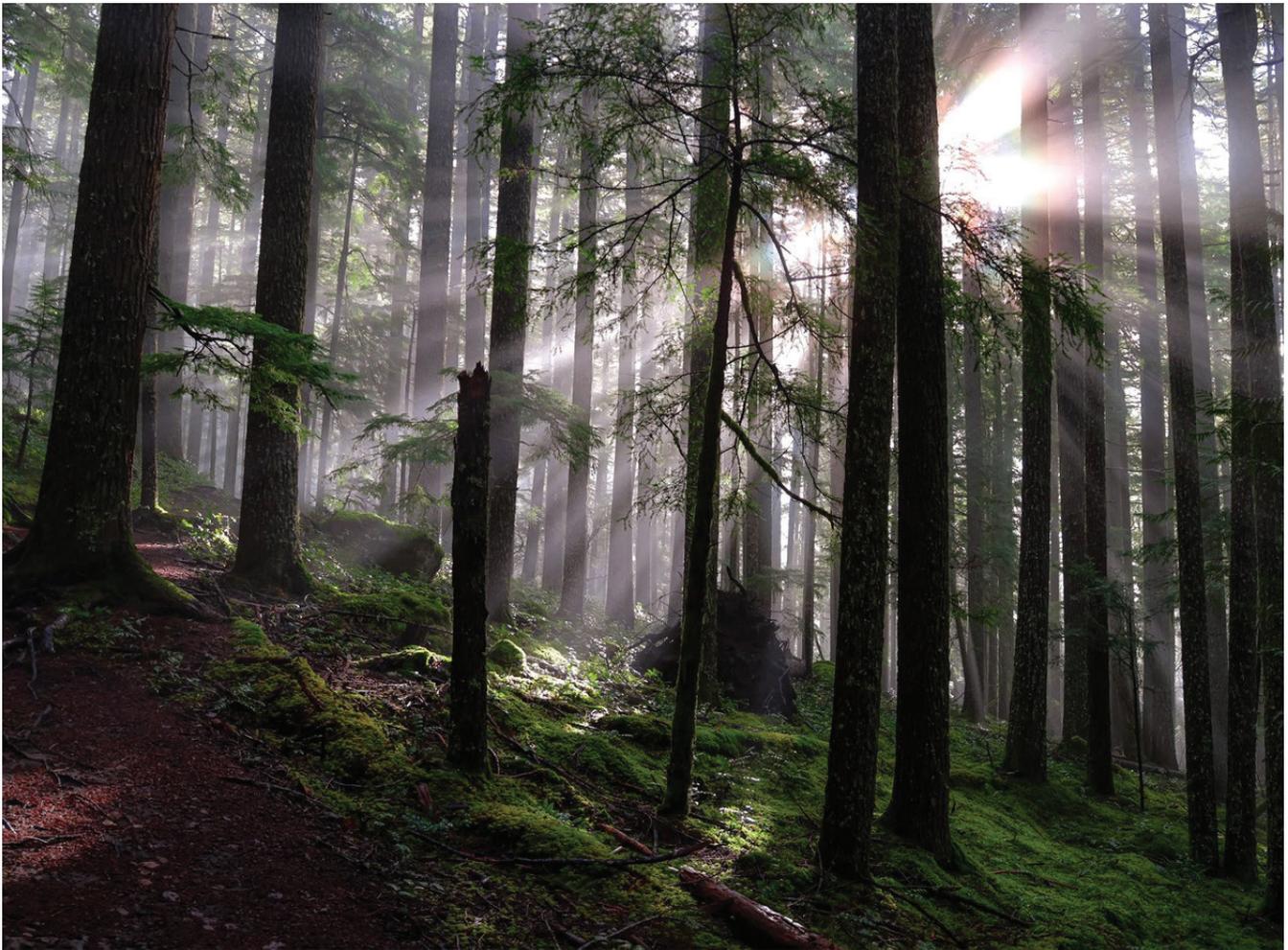
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Snoquera Region: The geographic scope of the project is trails accessed from Highway 410 between the city of Enumclaw, Washington and Chinook Pass. This includes lands north of Chinook Pass, west of the Pacific Crest Trail, east of the Clearwater Wilderness and south of the Greenwater River. The Muckleshoot Indian Tribe owns over 90,000 acres of land within Snoquera **The project is focused on trails on state and federal lands** in the Snoquera region that are outside of Mount Rainier National Park. *Map by Lisa Holmes of Yulan Studio.*

Snoquera and The Trail System

The Snoquera area is a forested landscape along Highway 410 between Enumclaw and Chinook Pass, overlooking Mount Rainier and bordering the northeastern edge of Mount Rainier National Park. The region's many waterways, fed by the Emmons and Frypan glaciers, create gorgeous waterfalls and support plentiful habitat for fish and wildlife. Snoquera encompasses much of the upper Green and White River watersheds, defined by lively rivers, verdant forests and ample huckleberry havens for elk. It is a place of rich history and importance as a key area for native food sources and cultural practice, with a legacy as a trading corridor for Tribal Nations in Washington state who have lived here since time immemorial.



Snoquera Falls Loop. Photo by trip reporter LunaHikes.

Snoquera is a gateway to many recreation and trail destinations. It is only an hour's drive from the Greater Puget Sound region, the largest metropolitan area in Washington, and is also accessible from Yakima on the east. The expansive scenery makes for an attractive visit outdoors with its spectacular views of Mount Rainier, riverfront campgrounds and fire lookouts. Hosting over 185 miles of designated Forest Service trails that move in and out of wilderness, Snoquera offers recreation opportunities across the spectrum of experiences — from family outings to rugged hiking, camping to stock use and many kinds of biking. Motorized and human-powered recreationists alike find space in Snoquera. Trails are the number one recreation experience in the Snoquera region, and the corridor's unique multi-use trail system welcomes visitors of all kinds.

The forests, rivers and trails of Snoquera make up a dynamic and connected landscape. Wildfires, like the Norse Peak Fire of 2017, and landslides shift ecosystem relationships and resiliency. Management decisions, informed by the 2017 Greenwater Access and Travel Management Plan and the 2019 Snoquera Landscape Analysis, have already set the stage for systemic landscape restoration. These efforts have kicked off important investments, such as designated dispersed campsites and strategic closures across the road network. Intentional planning must consider the area's character as a working forest as well.

The future of an improved and sustainable trail system must work in tandem with Snoquera's vital importance as a place of enduring Tribal significance. This future must be in sync with natural resource protection and account for anticipated environmental changes.

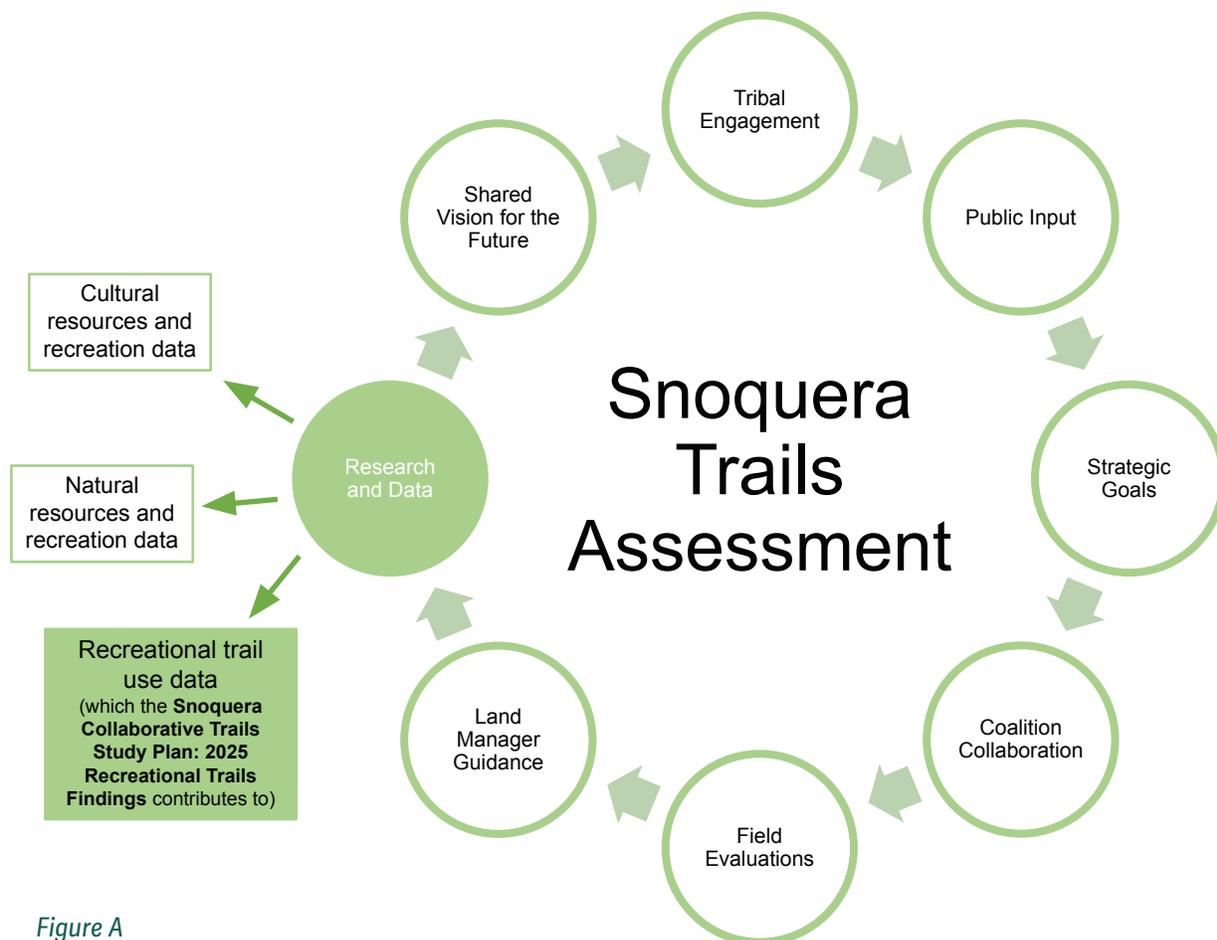


Figure A

Snoquera Trails Assessment

Due to its proximity to the growing Puget Sound region, population centers in the Central Cascades and iconic landscapes like Mount Rainier, visitation to Snoquera trails is expected to remain steady or increase. Simultaneously, Snoquera's trail system faces unaddressed needs that limit its potential as a safe, welcoming and accessible destination for diverse users.

Access to beloved trails has eroded over time due to poor road conditions, lack of maintenance and fire damage. This convergence of factors has significantly reduced recreation opportunities across the multi-use trail system. Additionally, existing trails are not maintained or designed to standard, creating natural resource impacts such as erosion and cultural resource concerns. Thoughtful planning is essential to establish a new vision for Snoquera that joins conservation efforts to enhance natural and cultural resource protection with responsible recreation stewardship.

Washington Trails Association (WTA) is leading a multi-year effort to create the Snoquera Trails Assessment. This assessment will develop recommendations for thoughtful access to well-built and maintained trails, including trail system and road improvements that will reduce impacts on the land and foster better visitor experiences.

The trails assessment process will use collaboration, research and strategy to formulate ideas about the future of recreation in Snoquera that prioritizes natural and cultural resource protection. While the primary focus is trails on Mt. Baker-Snoqualmie National Forest lands, the project will also explore recreation overlap on state lands as opportunities emerge. Community-informed recommendations will help the Forest Service and other land managers make efficient decisions about where and how to invest capacity, as well as how to expand long-term capacity for the region by building a lasting stewardship network through the Snoquera Trails Coalition.

The trails assessment process consists of interconnected parts that foster collaboration and build a shared future vision for Snoquera. This report details the research and data collected in 2025 to support the ongoing Snoquera Trails Assessment, forming a foundational element that will be utilized throughout the project (see Figure A). For an assessment timeline, refer to the Next Steps section on page 26.

The Collaborative Process

Snoquera has a complex combination of factors to consider for future planning, including wildlife habitat, cultural legacy and a multi-use trail system. With that in mind, Washington Trails Association recognizes the importance of a collaborative approach for the Snoquera Trails Assessment. While WTA will lead this process through coordination, project management and direction, partnerships are critical to imagining a shared future for the trail system and lands in the Snoquera region.



Members of the Snoquera Trails Coalition at Government Meadows Horse Camp in August 2025.

The Snoquera Trails Coalition was established in spring 2025 to support the process of creating a sustainable future for trail-based recreation in Snoquera. The coalition will create an assessment plan that will make recommendations that enhance recreation, protect natural resources, consider the rural economy and respect sovereign and Tribal treaty rights. The Snoquera Trails Coalition is made up of recreation and conservation stakeholders who are invested in Highway 410 trails (see Acknowledgments section above). The coalition invites more parties to engage with the project as it continues into further phases. The coalition will provide guidance and contribute its knowledge throughout the process, culminating in shaping the trails assessment recommendations over the next 18 months.

This work cannot be done without the support and participation of the Mt. Baker-Snoqualmie Forest Service. Engagement with Tribes and other rights-holders, like state land managers, is essential throughout the process of creating this assessment. The trails assessment is created to reflect community ideas and does not replace any formal land management agency decision-making processes. Implementation of any recommendations on federal lands will be subject to analysis and public involvement under the National Environmental Policy Act as well as Tribal consultation and compliance with the National Historic Preservation Act.

What is this report?

Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings

This report — the Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings — details the Snoquera Trails Coalition’s efforts to collect new data across the Snoquera trails system from June to October 2025. The coalition developed a Collaborative Trails Study Plan (Appendix A) to create guiding principles and select research strategies to explore key questions around recreational trails and their use in the Snoquera region. The Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings report is a summary of these methods and their findings (Figure B).

2025 Research Approach

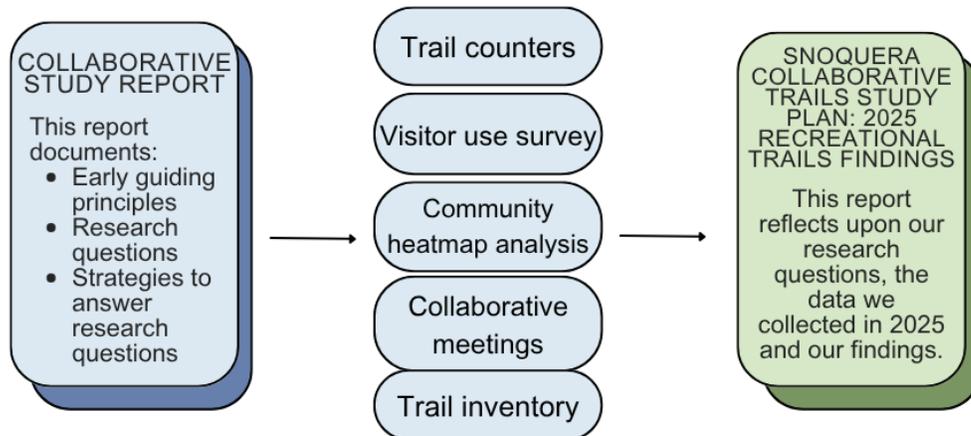


Figure B

The Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings report will inform the Snoquera Trails Assessment by establishing a shared foundation of trail system information. Data and findings captured in this report will offer productive insights into visitor behavior, use patterns and trail conditions — all of which will contribute to recommendations for the future of the Snoquera trail system created by the Snoquera Trails Coalition.

2025 Research Priorities

Before commencing the summer data collection, the coalition established project research questions and strategies. This initial planning helped determine the most effective way to utilize available resources and capacity. Once these early goals were developed, the group evaluated known data sets to look for gaps in information about the trail system.

The process of reviewing existing data, defining research goals and identifying new research opportunities is documented in the Snoquera Collaborative Trails Study Plan (Appendix A). The study plan reviews the logic by which the coalition selected research methods in greater detail.

Four principles were drafted to identify core intentions motivating the trails assessment process. These principles were then used as the coalition’s research questions. The 2025 summer data collection focused mainly on exploring recreation use. Insight on recreation patterns will contribute to the analysis of natural and cultural resource conditions, which are research priorities in next steps.

Guiding Principle	Research Question
Sovereign and Tribal treaty rights and cultural resources are protected in a future vision for Snoquera.	Where are there concerns regarding trail use or locations relative to the condition of sovereign and Tribal treaty rights and/or cultural resources? <i>Will be addressed in 2026.</i>
The Snoquera trail system should reflect the quality and diversity of opportunities and experiences sought by visitors.	Does the Snoquera trail system provide the quality and diversity of opportunities and experiences sought by visitors? <i>Addressed in this report.</i>
Maintained trails and accessible roads and trailheads are critical for a sustainable trail system.	Are trails, roads and trailheads maintained and accessible? Where do we expect conditions to change? <i>Addressed in this report.</i>
The Snoquera recreation system balances growing use with natural resources protection.	Where are there concerns regarding trail use or locations that could affect the condition of natural resources? <i>Will be addressed in 2026.</i>

The data collection efforts aimed to collect a “snapshot” of current conditions during the peak recreation season.

From June to October 2025, Washington Trails Association and coalition members did the following:

- Placed 13 TRAFx trail use counters across Mt. Baker-Snoqualmie National Forest trails to develop an understanding of visitor use across low and high-used trails.
- Analyzed AllTrails and Strava Community Heatmaps to glean insights about individual and system-level trail use from user reporting.
- Conducted a visitor use survey to understand visitor behaviors, expectations and hopes for the future of Snoquera trails.
- Created an up-to-date trail inventory to list all trails within the system, including details on their conditions and opportunities for improvement.
- Held two in-person meetings to gather qualitative data — one to discuss connectivity and gaps of the trail system across user groups and another to better understand the Snoquera outdoor recreation and tourism economy.

The data collected and takeaways from each source can be found in the Research Findings (page 10) section below.

Executive Summary of Research Findings

Trails accessible via Highway 410 welcome a community of diverse and passionate users. This summer of data collection on Snoquera trails provided helpful information on the state of this region's trails and the people who use them. From June to October 2025, Washington Trails Association, the Mt. Baker-Snoqualmie Forest Service and the Snoquera Trails Coalition placed trail use counters (page 12), analyzed community heatmaps (page 15), launched a visitor survey (page 10), created a trail inventory (page 19) and hosted collaborative meetings (page 20) to better understand current use of Snoquera trails and to generate ideas for future improvements.

Why do people choose to recreate in Snoquera?

Across the data sources identified above, the Snoquera Trails Coalition connected insights that helped characterize major themes in recreation use and preferences. The coalition learned that one of the primary reasons people visit the Snoquera trail system is due to its multi-use nature. The system offers trails for hikers, mountain bikers, motorcycle users, equestrians, four-wheel-drive enthusiasts, hunters and anglers. The high-connectivity system allows hikers, mountain bikers and motorized users to link trails and roads with each other to create long rides and hikes. Many people come to the Highway 410 corridor in search of a sense of solitude compared to other nearby urban-proximate trail systems. These users value the more “rugged” (i.e. primitive, more technical trails) backcountry experience of Snoquera trails. In contrast to nearby Mount Rainier National Park, many recreationists stated an appreciation for being able to bring their dogs on trail and the ability for spontaneous visits, compared to needing timed-entry reservations.

At the same time, a growing number of recreationists in Snoquera experience the trail system as a “mountain gateway” and appreciate its sightseeing opportunities. Snoquera trails attract international, out-of-state and Washington state travelers who seek the scenic beauty of the lands close to Mount Rainier and look for more of a “national park-like experience” with more amenities and infrastructure. These users enjoy the ease of accessibility (e.g. trails off of a major highway, paved roads and parking lots) and easy-to-navigate trails that showcase the picturesque Washington landscape.

Snoquera trails are supported by a strong and active stewardship network. Representatives across user groups help maintain Snoquera trails through volunteering and collaboration with the Mt. Baker-Snoqualmie Forest Service. The collaborative energy of these trail stewards foster positive visitor experiences and contribute immensely to this interconnected system. The work of these volunteers creates a passionate base of knowledgeable and recurring trail users.

What can be improved about the Snoquera recreation experience?

The data presents tangible points of feedback to improve Snoquera's trail system. One of the largest findings from this summer's work is that many Snoquera trails and roads are not designed for their current use. As mentioned in the “Snoquera and The Trail System” section above (page 4), a myriad of influencing factors — from fires and landslides to the deteriorating road network — reduce the accessibility and sustainability of Snoquera trails and roads. The data points to places where disparities exist between preferences, use patterns and trail system design. Many system-level opportunities for improvement emerged, including:

- **Poor Forest Service road conditions prevent access to backcountry trails across Snoquera.** For users who haul trailers, such as equestrians, this can be felt even more acutely — Forest Service Roads 70 (accessing Government Meadows on the Pacific Crest Trail) and 7160 (accessing Ranger Creek) were identified as having poor road conditions that make trailer access challenging. Other roads where disrepair has made access to trails difficult include Forest Service Road 7174 to Corral Pass, Forest Service Road 7250 to Noble Knob Trail, Forest Service Road 73 to the undesignated trail that accesses Lake Eleanor and Forest Service Road 7315 for Suntop Lookout.
- **Trail design does not reflect preferred and projected uses.** Across Snoquera, trails are largely used in ways that may not fit with how the trail was initially designed — for example, a trail built as a firefighting route now sees dozens of hikers in a single week; a trail designed for horses has too narrow of tread; and a trail designed for hikers is used mostly by mountain bikers. This mismatch between trail design and use creates natural resource impacts and reduces visitor satisfaction. When trails are brought up to standard for their desired use, recurring trail issues and resource impacts can be mitigated.
- **Recovering some lost trails and considering opportunities for additional trail mileage may increase safety, reduce user conflicts and create better visitor experiences.** As the Snoquera landscape continues attracting users of all kinds, there is potential to evaluate lands and the sprawling road network for trail opportunities that can provide more loop options and mileage for hikers, bikers and motorized users. This includes more primitive backcountry trails and opportunities for entry-level, family friendly outdoor experiences. Restoring access to trails and key access roads that have been lost due to neglect of maintenance is a great way to meet this need. The coalition identified opportunities to restore lost access to trails within the Snoquera system, as well as places just outside of this summer’s trail inventorying, like Highway 410 access to the Clearwater Wilderness.

In addition, a strong desire for improved signage, more bathrooms and trailhead infrastructure was identified in multiple data sources. The data reflected a desire for:

- **Road signage.** The network of Forest Service roads in the Highway 410 region — broad and plentiful, from the landscape’s logging history — can be difficult to navigate. Users lack directional signage to help get them to their destinations, both on Highway 410 and when navigating the Forest Service road system.
- **Established trailhead facilities.** With many trails lacking formal trailheads altogether, users want more from their trailheads, including general trailhead kiosks, toilets and tables.
- **Trail signage.** Users expressed wanting more signage at trail junctions on trails. Ideas were shared for more information at trailhead kiosks that inform visitors about the multiple uses allowed on trail.

While the Snoquera Trails Coalition research efforts on recreational trails and their use provide many actionable next steps in the trails assessment process, gaps in data were also identified (page 25). These gaps include gaining a better understanding of recreation and wildlife relationships in Snoquera and more insight on intentional planning around cultural resources. With the stated guiding principles to protect sovereign and Tribal treaty rights and cultural and natural resources in a future vision for Snoquera, the group acknowledges that additional research work is needed in 2026 to address these critical issues.

Research Findings

TRAFx Trail Use Counters

Thirteen TRAFx trail use counters were placed across trails in the Highway 410 region. Trail counters were placed on Snoquera trails on June 27, 2025 and removed from trails between September 15 to 22, 2025. While some trail counters were out on trails a few days longer than others depending on what days they were placed and collected, the standard range for analysis of all trail counters was 83 days. The Snoquera Trails Coalition chose the locations of the trail counters in order to:

- Provide use numbers for assumed popular trails;
- Gauge how much use lesser-used trails receive; and
- Contribute baseline information where traffic on trail was relatively unknown.

Therefore, the trail counter placements reflected a variety of higher- and lower-use trails across the system.

Trail counters were placed in the following areas:

1. Bullion Basin Trailhead
2. Dalles Ridge Trailhead
3. Greenwater Lakes Trailhead through Forest Service Road 70 access
4. Greenwater Lakes Trail through Corral Pass access*
5. Palisades Trailhead
6. Naches Jeep Trail
7. Noble Knob through Corral Pass access*
8. Norse Peak Trailhead
9. Silver Creek Trailhead
10. Skookum Flats through Forest Service Road 73 access*
11. Skookum Flats through Ranger Creek Campground access
12. Snoquera Falls Trail through Camp Sheppard access
13. Suntop Trail, placed below the gate

* The two trail use counters in the Corral Pass area were taken down after being chewed on by wildlife. The trail counter placed at the Skookum Flats entrance via the Forest Service Road 73 entrance was stolen. As a result, complete data is lacking for these three counters.

TRAFx Trail Counters

TRAFx trail use counters estimate visitor use by sensing infrared wavelength emitted from living things (e.g. people, wildlife). A “count” represents heat-based motion that passed by the camera. For out-and-back trails, two visits were counted when the visitor passed the counter on their way in and on their way out. Therefore, trail visits can be estimated to be half of the total count for this reason.

TRAFx use data can vary from actual visitation for a number of factors, like people stopping in view of the camera, wildlife passing by and tightly clumped groups of visitors. For this project, no manual counts were used to verify the TRAFx counters.

The trail counter data was cleaned by using the statistical model of a robust Z-score to identify outlier days. A robust Z-score employs medians to assess standard deviations. Outlier days were defined as days that received a Z-score of three or higher; the higher the Z-score is from the median, the more likely the day represents an outlier.

Many trails on the Snoquera system have multiple entry points; a trail user could use the trail as an out-and-back or the user could exit through a different place than they started. For the purpose of this research project, the Snoquera Trail Coalition's best judgement was used to assume that the majority of users on the trails where the trail counters were placed were accessing the trails as out-and-back. For this reason, the raw data is divided in half to best adjust for widespread duplication.

Findings

Appendix B will review high-level data associated with each trail counter. The following section reflects insights across the trail system.

Highest to Lowest Total Visits¹ Between June 27 - September 17 (Peak Visitation Season)

1. Silver Creek Trail (4,384)
2. Naches Jeep Trail (4,104)
3. Greenwater Lakes (3,094)
4. Snoquera Falls (1,402)
5. Dalles Ridge (1,347)
6. Norse Peak (1,331)
7. Palisades (1,045)
8. Skookum Flats at the Ranger Creek entrance (794)
9. Bullion Basin (740)
10. Suntop (91)²

Reflections on total visitation trail counter data include:

- In addition to the trail counters, the Snoqualmie Fire Lookouts Association (SFLA) collected manual visitation data throughout the summer that revealed use at the Kelly Butte and Suntop trails. The SFLA volunteers counted visitors by stationing themselves at the respective lookouts across weekdays and weekends. For the Kelly Butte Lookout, the volunteers logged a total of 1,345 visitors across 83 days from June 21 to September 28. At Suntop Lookout, SFLA volunteers recorded counts through visitors they made contact with — not just visitors seen. Standardizing for the trail counter June 27 to September 17 date range, SFLA volunteers recorded 4,302 “contacts” at Suntop Lookout.
- While the counter at the Skookum Flats entrance off of Forest Service Road 73 was stolen, and therefore a summer's worth of data was not available, the Snoqualmie Ranger District staff estimate from experience that the Skookum Flats trail receives more use than the Ranger Creek entrance.
- Reflecting on their experiences, the Snoqualmie Ranger District shared that the visitation numbers for Snoquera Falls are lower than expected. This may be due to trail counter placement.

¹ Total visits reflect the raw total visitation number across the 83 standard days the trail counters were out, and then divided in half because trails are assumed to be out-and-back.

² The Suntop Lookout trail counter was placed below the gate. The trail counter was meant to capture use for visitors taking the Suntop Trail up to the gate and the lookout. Most Suntop Lookout visitors park at the gate and take the shorter trail up to the lookout, as validated by Snoqualmie Fire Lookout Association manual counts and AllTrails and Strava community heatmap data (pg 15). There are also alternative ways to use the trail for a long-distance approach to Suntop Lookout and bypass the trail counter. Therefore, this trail counter purely reflects Suntop Trail use below the gate and not total visitation to the Suntop Lookout.

While raw visitation numbers are helpful to paint the picture for overall use, cleaned up data is better in measuring more granular comparison because it scrubs disproportionate variance that large events had on the data. For example, several trails had commercial or organized volunteer events that resulted in abnormally high traffic days. These days are important to keep within the total visitation number because they reflect real use that occurred on trail. But when assessing something like visitation on a typical week throughout the summer, these event days skew calculations that determine averages.

Cleaned Average Trail Use Data

All cleaned data in this table is also divided in half since the raw data duplicates visitation (see TRAFx Trail Counters section above for explanation). These averages **reflect visitation during peak summer recreation season** — late June to September — and **do not represent use throughout the full year**.

Name of trail	Average visits per week ³	Average weekend day visits	Average week day visits
Bullion Basin	51	13	5
Dalles Ridge	77	16	9
Greenwater Lakes	249	62	25
Naches Jeep	176	38	20
Norse Peak	72	16	8
Palisades	84	22	8
Silver Creek	257	66	25
Skookum Flats	55	15	5
Snoquera Falls	111	28	11

Average counts were not calculated for Suntop because there was not enough data due to the specific conditions of the trail counter placement (see note in Total Visits section).

Reflections from the table above include:

- The trail with the highest visitation on weekend days (Silver Creek) had an average of 53 more visitors than the trail with the lowest visitation on weekend days (Bullion Basin ⁴).
- The Snoquera Trail Coalition’s assumption prior to trail use counter placements was that the Greenwater Lakes Trail would be the busiest trail on the system. However, the trail counters revealed that the Silver Creek Trail received more use (<200 more visits than Greenwater Lakes Trail in both raw and cleaned data). Greenwater Lakes and Silver Creek had the same average weekday visits – 25 – but Silver Creek had slightly more weekend visitors (66 compared to Greenwater Lakes’ 64).

The trail use counter data offers useful insights beyond establishing baseline visitation numbers. One of the largest insights gained from these numbers is seeing how influential events — commercial races, stewardship days, community events — can drive spikes in use. For example, the cleaned total visitation number for the Naches Jeep

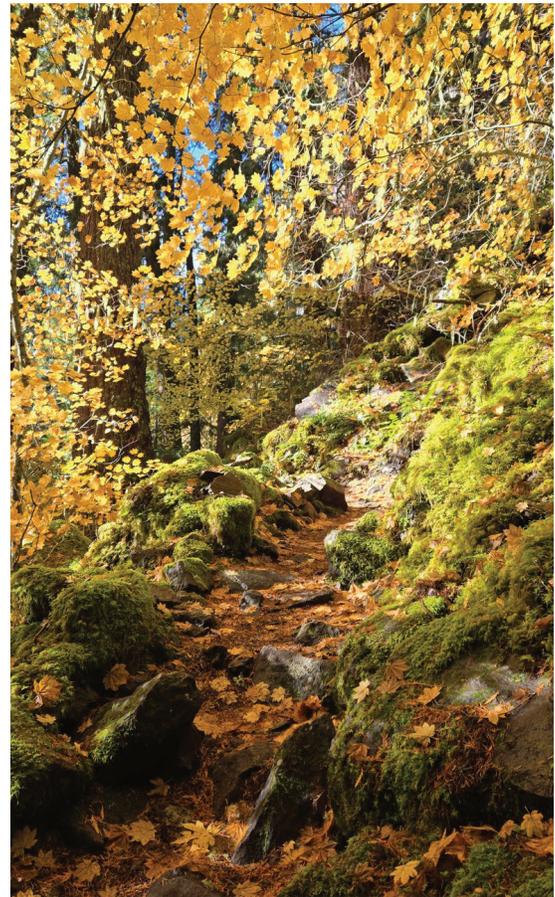
³ Average visits per week = average weekday visits (x5) + Average weekend visits (x2). These numbers are rounded to the nearest whole number.

⁴ Due to Suntop’s counter being placed moreso to show trail use on a specific part of the trail, rather than full traffic at the lookout destination, Bullion Basin is being considered as being the least fully-traveled trail.

Trail — which generated a total visitation number that corrects for outliers — estimated a difference of 2,008 visitors from the raw total visitation. This shows that events likely drove 2,008 more visitors to this trail compared to average visitation. Silver Creek saw use driven by a large commercial event in 2025; the cleaned total visitation data differed from the raw total visitation data by 1,307 visitors. Still, in both the raw and cleaned data, Silver Creek was the highest visited trail out of those where trail counters were placed.

Reflecting on the differences between average weekend and weekday use also tells a story about how individual trails attract different kinds of user behaviors. For example, visitation on the Bullion Basin (mostly an equestrian area), Dalles Ridge and Norse Peak trails tends to be more evenly distributed throughout the week compared to trails like Greenwater Lakes and Silver Creek, which experienced weekend use spikes more aggressively.

Specific trail use levels can be helpful in validating reported user experiences about things like crowding and parking constraints. They can also be used in grant applications to demonstrate level of use. Knowing levels of use can help land managers estimate cost/benefit of trail investments and inform design elements for improvements (e.g. tread width, toilets, parking capacity), and support the prioritization or frequency of maintenance.



Palisades Trail. Photo by trip reporter Trekski.

Community Heatmaps

Community heatmaps are offered by commercial platforms like AllTrails and Strava to show where their users are going over time. For the purposes of this report, Washington Trails Association used an AllTrails Peak account and the Strava Metro Program to cross-reference research findings with data from the AllTrails and Strava communities.

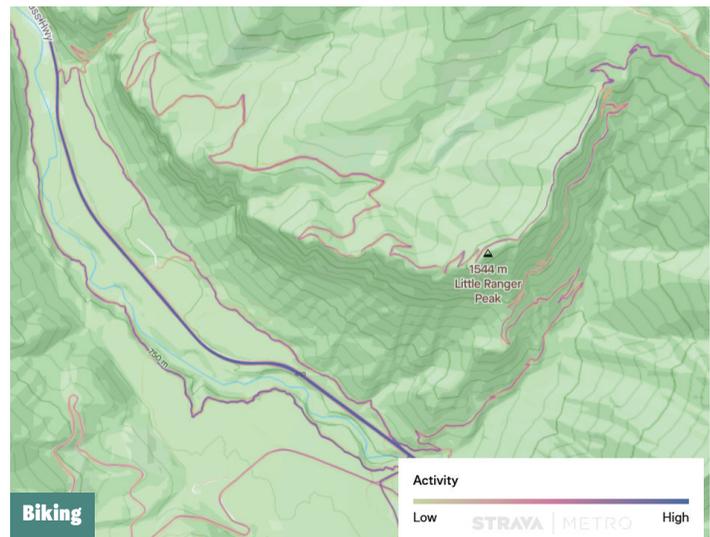
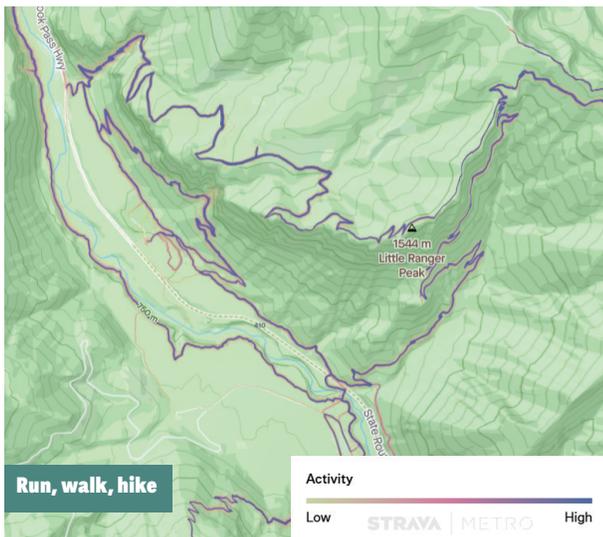
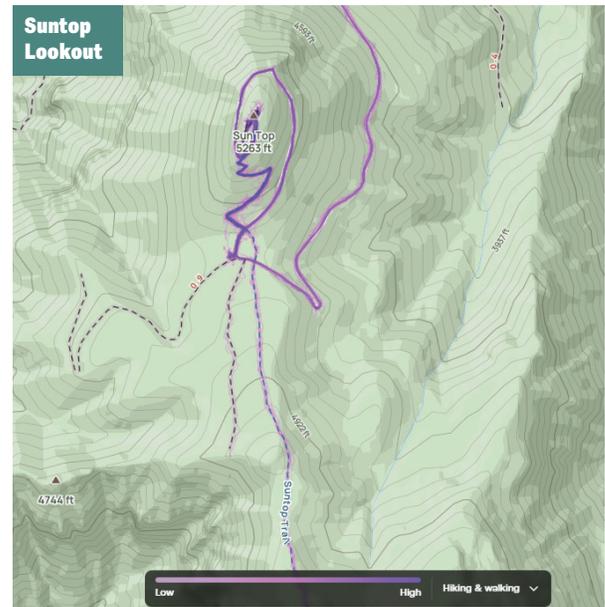
AllTrails and Strava Community Heatmap Limitations

The AllTrails and Strava community heatmaps represent user-generated GPS data from activities of subscribers to the respective platforms and do not display total use in an area. This data is biased and may not represent demographics that are less likely to use these apps. Community heatmaps are assumed to most likely represent activities of hikers and mountain bikers and offer less understanding of motorized or equestrian-specific use.

AllTrails and Strava heatmaps represent activity from the past 12 months. Both community heatmaps display a relative intensity of trail use, not an absolute number of use. “Hot” places on the map represent a higher percentage of users relative to other areas; however, information is lacking about how each platform defines relative use levels. These user-generated heatmaps are also known to underrepresent use in less visited areas. Since it is not clear how AllTrails and Strava heatmaps measure intensity of trail use, this data can not be one-to-one compared to other visitor use data, like the trail use counters. This is because it is undefined how much the definitions and data between these two sources differ from each other.

Findings

The community heatmaps are most helpful in validating trends found in the data and telling larger stories about use. For example, both AllTrails and Strava community heatmaps displayed the Silver Creek, Greenwater Lakes, Skookum Flats and Snoquera Falls trails as popular hiking trails; these trails also ranked as higher-visited trails on the Snoquera system from the 13 trail counters placed on these trails. The AllTrails heatmaps showed that there was lighter use of the Suntop Trail to access Suntop Lookout, but higher use of the Suntop Trail beyond the gate and parking lot. This corroborated qualitative input from Snoqualmie Ranger District staff and the Snoqualmie Fire Lookouts Association, as well as the gap between the Suntop trail counter and the Snoqualmie Fire Lookouts Association’s manual Suntop Lookout visitor counts.



The community heatmaps help visualize how different users may congregate in different areas on trail — or where they overlap. The Strava heatmaps, for example, showed high use from hikers (“Run, Walk, Hike” filter) across the Palisades, Little Ranger Creek, White River and Snoquera Falls trails. When toggling the Strava heatmap to “Ride/E-bike Ride,” the heatmap showed that mountain bikers also recreate in this area at higher use levels. This speaks to the multi-use nature of the trail system. These heatmaps help the coalition get a broad sense about the popularity of trails where trail use counters were not placed, such as the White River Trail.

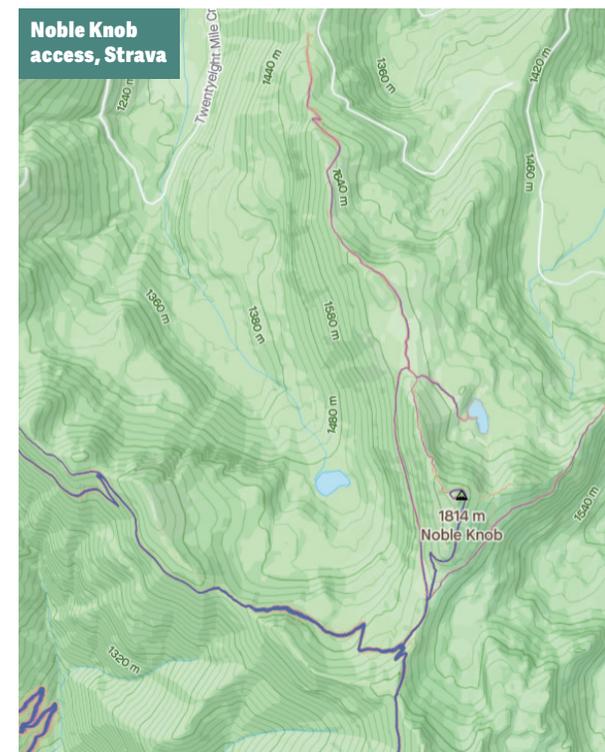
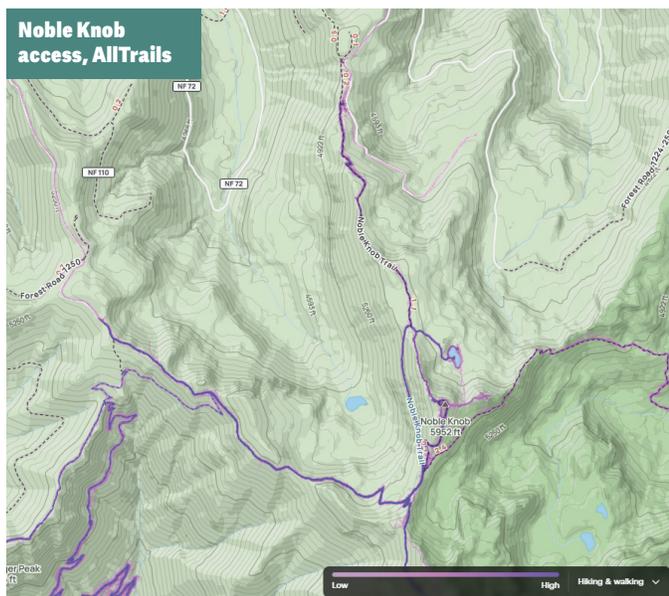
Another interesting insight from the community heatmap was observing where users may make loops or backpacking routes. While the Pacific Crest Trail (PCT) received moderate use on both AllTrails and Strava heatmaps, none of the trails accessible from Snoquera that connect the Mt. Baker-Snoqualmie Highway 410 system trails with the Pacific Crest Trail received much, if any, use. The Castle Mountain, Tin Shack Tie-Through, Arch Rock and Maggie Creek trails received no AllTrails or Strava use, while the Goat Lake and Pyramid Peak trails — which are both stand-alone and connector hikes — received light use. It could be that hikers find no reason to exit the

PCT through these routes, but it also aligns with a finding of this report that identifies a need for improved trail connections to the Pacific Crest Trail. Many of the connector trails mentioned above that received no use on the heatmaps have been lost due to lack of maintenance.

When assessing loop connections, the image below of the AllTrails community heatmap showed that the Greenwater Lakes Trail received high traffic up and through the Greenwater Lakes, with many taking the route to Lost Lake and, a little less so, to Echo Lake. This demonstrates that hikers much preferred accessing Lost Lake via the Greenwater Lakes Trail versus the Lost Lake Trail; this may be attributable to the steep grade and length of the Lost Lake Trail.

Many trails throughout the Snoquera system are accessible from more than one route since the trails connect with each other. Strava and AllTrails heatmaps can help illustrate what trails people prefer to take to reach specific destinations. For example, the Strava heatmap displayed a hiker preference for the Dalles Ridge and Corral Pass entrances to get to Noble Knob compared to the Noble Knob Trail access point off of Forest Service Road 7222 — which is the main trailhead. While the AllTrails heatmap showed similar use from either entrances, a zoomed-in look validates higher use coming from the Dalles Ridge and Corral Pass entrances than Forest Service Road 7222, as well. Although Road 7222 is the official Noble Knob trailhead, the trailhead lacks a developed parking area and suffers from lack of signage and poor road conditions, all of which makes other access points to Noble Knob more attractive than the official trailhead.

Due to gaps in full understanding of the methodology that AllTrails and Strava use to define their heatmap use levels, this information is most useful in noting general patterns or substantiating ideas that have come up elsewhere in the research. These heatmaps can be leveraged by the coalition as it continues to use various sources of information to learn more about visitor choices.



Highway 410 Trail User Survey

The Snoquera Trails Coalition launched the Highway 410 Trail User Survey between August 7 and September 22, 2025 to better understand how people experience and value the trails along the west side of Highway 410 between Enumclaw and Chinook Pass. The online survey, distributed by coalition partners and community networks, generated 752 responses from trail users across Washington state. Most participants were from Pierce and southern King counties—communities with the closest access to the Snoquera corridor. Many respondents stated that they visit the Snoquera region frequently, with more than one-third reporting monthly or weekly use.

Trail users generally expressed a high level of satisfaction with their experiences in the corridor. Ninety-one percent of respondents reported they were satisfied or very satisfied with their most recent trail visit, and the majority agreed that they feel safe (85%) and find high-quality opportunities that meet their interests and skill levels (87%). Hiking was the most common activity (78%), followed by mountain biking and motorized trail riding (about 20% each) — see survey results and visuals in Appendix C. People reported being drawn to the area’s scenic beauty, proximity to home and the sense of solitude compared to busier destinations like Mount Rainier National Park. For many, the ability

to bring dogs, avoid timed-entry systems (such as the system piloted at Mount Rainier National Park in 2024 and 2025) and connect with personally meaningful places were also important factors in choosing these trails.

While the overall experience was positive, the thematic analysis of open-ended survey responses identified several recurring challenges. The most frequently cited issues were deteriorating Forest Service road conditions, deferred trail maintenance (particularly in burn-affected areas) and inadequate signage along roads, at trailheads and at junctions. Respondents also pointed to limited and poorly maintained restrooms, insufficient parking for larger vehicles and trailers and growing concerns about litter, noise and user conflicts. Many called for expanded or connected trail networks to provide more loop options, improve safety and reduce conflicts between hikers, bikers and motorized users.

Beyond individual trail conditions, the results highlighted broader opportunities. The Highway 410 corridor offers quality, less-populated alternatives to Mount Rainier National Park. Trails in the Snoquera region attract



A sign at a Snoquera trailhead welcomes visitors to take the Highway 410 Trail User Survey. Photo by Erin McMillin.

frequent local visitors while supporting nearby communities — over 60% of participants reported stopping for food, fuel or other purchases during their trips. When asked for ideas to improve the Highway 410 trail system, many respondents showed strong support for empowering partner organizations to help maintain trails and for collaborative efforts to balance access, stewardship and user education. At the same time, the survey's demographic profile — older and less diverse than the state's population — suggests opportunities to engage younger and more diverse trail users through outreach, partnerships and inclusive programming.

Overall, the survey results reflected both the pride people feel for this unique landscape and their willingness to help care for it. These insights can help partners prioritize maintenance and infrastructure investments, strengthen stewardship partnerships and guide future planning efforts to ensure the Highway 410 trail system remains accessible, resilient and welcoming for generations to come.

See Appendix C for a deeper dive into the survey and insights generated per question.

Trail Inventory

The Snoquera Trails Coalition created a trail inventory that documents Mt. Baker-Snoqualmie National Forest trails and key trail condition characteristics. This inventory is meant to be a living document, meaning it will be updated with new information over time. The trail inventory spreadsheet consolidates diverse information about each trail on the system, with a specific focus on long-term and/or high-need improvement opportunities on trail. Each trail entry in the inventory details information about length, maintenance and general conditions of the trail and visitor experience.

The trail inventory represents a collaboratively built, dynamically changing convergence of information across many different sets of data. The trail inventory sourced condition information from the following places:

- Washington Trails Association's trip reports
- Trailforks trip reports
- Snoqualmie Fire Lookout Association's trail conditions spreadsheet
- Snoquera Trails Coalition member input across trail user types
- Reports from various volunteer trail maintenance programs from across the coalition
- Mt. Baker-Snoqualmie National Forest records and staff input
- 2019 Snoquera Landscape Analysis

Through reviewing these resources, the trail inventory showcases the following about the Snoquera trail system:

- 185 miles of system trails, all of which are accessible to hikers, with 47 miles in designated wilderness
- 146 miles of equestrian trails across 29 trails
- 21 miles of mountain bike trails across 20 trails
- 31 miles of dirt bike trails across 8 trails
- 6.5 miles of OHV/ATV trails across 2 trails
- 1.6 miles of wheelchair accessible trails across 2 trails
- 12.2 miles of hiking-only trails
- 10 trails that connect to the Pacific Crest Trail

The trail inventory prioritizes the need for further assessment of trail conditions. Certain trails received a "technical evaluation" ranking, indicating a need for trained professionals or additional technical tools to evaluate the state of the trail.

Findings

A consolidated version of the trail inventory is listed as Appendix D. Detailing 50 trails across the Snoquera trail system, the trail inventory delivers insights into opportunities for improvement on individual trails and across the system. The trail inventory details the following:

- 15 trails with recent (2024/2025) or planned (2026) maintenance, across diverse volunteer trail stewardship groups
- About a dozen opportunities to improve tread on trails
- 5 trails identified for potential trail reconstruction or rerouting
- 3 trails identified for potential bridge replacements
- 3 trails identified for significant connectivity opportunities
- One non-system trail to be evaluated as an addition to the designated trail system

The trail inventory offers many qualitative insights, like predominance of a user group on multi-use trails and places where goal interference⁵ may occur. The coalition learned a lot about differences between designed and actual use on trails through conversation. For example, many trails that were designed for horse use are predominantly used by hikers because the tread has become too narrow for equestrians. These technical and precise suggestions about improvements and conditions on trails will be used throughout the trails assessment process to formulate actionable recommendations.

Collaborative Meetings

The Snoquera trail system is supported by a network of passionate and involved trail stewards. Through twice monthly virtual meetings in 2025, the Snoquera Trails Coalition complemented data collection with qualitative insights. Many high-level reflections included in this report can be sourced back to coalition meeting conversations.

Beyond the virtual meetings, an initial coalition kick-off field tour was held to get the group together and view key Highway 410 trail destinations. Two additional in-person meetings were hosted that contributed to distinct qualitative data goals (learning about trail connectivity and gaps and learning about the outdoor recreation economy in Snoquera).

Coalition Mapping Workshop

On October 3, 2025, the Snoquera Trails Coalition gathered at the Enumclaw Public Library to discuss trail system connectivity, access gaps and areas of persistent goal interference. Representatives from Back Country Horsemen of Washington,



Snoquera Trails Coalition discussing Snoquera trails through a mapping activity in Enumclaw. Photo by Cassidy Giampetro.

⁵ Goal interference occurs when recreators with distinct goals associated with their trail experience may interact with each other on trail. At times, differing goals may be in conflict with each other. An example of a place where goal interference may cause tension is a tight bend in a multi-use trail that makes it difficult for mountain bikers to see downhill and for hikers to see uphill.

Enumclaw Plateau Community Association, Evergreen Mountain Bike Alliance, Northwest Motorcycle Association, Snoqualmie Fire Lookouts Association, Trout Unlimited, Washington Trails Association and other community members were present. See notes from this meeting as Appendix E.

During the meeting, the group documented user-specific perspectives on trail needs and opportunities. This included a desire for increased connectivity to allow for longer rides for both dirt bikes and mountain bikes, and a concern about narrowing tread on horse trails for equestrian riders. The group identified roads with deteriorating conditions that prevent recreationists from accessing the backcountry — which is of high importance to hikers. The coalition mapped out areas where trail access has been lost over the years — for example, Castle Mountain, a hiking trail that offered connection to the Pacific Crest Trail (PCT) and has not been restored since fire damaged it in 2017 — and where trail conditions negatively impact the user experience. Several areas were suggested as places where connectivity could be restored to allow for greater trail access throughout the landscape. For example, access to shorter connector routes has been lost, which creates a gap in mid-length loop opportunities.

Through the activity of examining maps and engaging in conversation, new sentiments were learned and ultimately made their way back to the trail inventory spreadsheet to house the complete trail-specific conditions information.

Snoquera Outdoor Recreation Economy: Business and Tourism Stakeholder Meeting

On October 21, 2025, Washington Trails Association hosted a focus group style meeting between business and tourism stakeholders connected to the Highway 410 trail system, with hosting help from Crystal Mountain Resort, the Enumclaw Chamber of Commerce and the Enumclaw Expo Center.

The goal of the meeting was to get a better sense of how Snoquera gateway communities relate to outdoor recreation, including learning more about the recreationists that local businesses and tourism groups serve and how meeting attendees identify or imagine outdoor recreation as a tourism driver. The intention was to hear from local businesses and town stakeholders about the relationship between tourism and the trail system, and any insights they have on visitor trends and patterns. Attendees included the City of Enumclaw Chamber of Commerce, City of Enumclaw Expo Center, City of Enumclaw’s mayor-elect, City of Enumclaw’s Parks and Recreation Department, Crystal Mountain Resort, LOGE/Crystal Hotels, Visit Rainier and Washington Trails Association.

Three major themes were identified during the stakeholder meeting.

- Outdoor recreationists are looking for easier, navigable trail options with more infrastructure and amenities;



Participants of the Snoquera outdoor recreation economy focus group stand outside the Enumclaw Expo Center. Photo by Allie Tripp.



Greenwater Lakes Trail. Photo by Bob Zimmerman.

- More and more visitors are seeking alternative experiences to Mount Rainier National Park; and
- The city of Enumclaw has potential to market itself further as an outdoor recreation getaway community.

Attendees spoke about their roles in providing service to those visitors whose first or primary language is not English, representing both international tourists and local visitors. The group felt that visitors are seeking experiences similar to what they would find at Mount Rainier National Park, whether that be because they were displaced by the Park's timed-entry reservation system or because they are simply traveling to the Highway 410 area to see Mount Rainier from any location. The amenities they were looking for included paved or entry-level trails, visitor infrastructure like toilets or large parking lots and scenic viewpoints. Everyone agreed that access to Mount Rainier views, proximity to major airports and population centers and the developed destinations within Enumclaw make the area ripe to lean into more outdoor recreation tourism.

See Appendix F to read more about the discussion.

Revisiting the Research Questions

On page 9 of this report, the Snoquera Trails Coalition's four guiding principles and their associated research questions from the Collaborative Trails Study Plan were shared. The data collected in summer 2025 addressed certain aspects of the research questions – mainly the two most associated with recreation use — and outlined the direction for future research and exploration.

Does the Snoquera trail system provide the quality and diversity of opportunities and experiences sought by visitors?

This summer's research exposed just how diverse visitors and experiences on the Snoquera trail system are. The collected data showed that Snoquera trails offer opportunities across a range of interests — there is something for the biker who is looking for solitude and a rugged trail and the international tourist wanting a jaunt to see Mount Rainier. A high-level of satisfaction in experiences and the variety of options on the Snoquera trail system were identified in the visitor survey and through qualitative data shared by coalition members. Eighty-seven percent (87%) of survey respondents somewhat or strongly agreed that they can find trails that challenge them. Eight-five percent (85%) of survey respondents somewhat or strongly agreed that they have a high-quality experience when they use trails in the area.

While the trail system has a strength in diversity of use, anecdotal insights shared by the coalition and the user survey express a desire for better maintained trails and roads. Sourced across the data, ideas and desires emerged that would create more quality experiences and build upon the trail system's ability to welcome diverse users, including:

- Greater trail mileage and connectivity to accommodate longer rides for motorized users and mountain bikers;
- More family-friendly and entry-level trail opportunities across use types (shared by hikers, bikers and motorized users);
- Trails designed to reflect recreationists' preferred and projected use, including considering where single-use routes can be established on multi-use trails where this may be beneficial to the user experience; and
- Developed signage, navigation aids and other infrastructure improvements, like more toilets and information at trailheads.

These suggestions for improved trails complement the other findings shared throughout the full report. Overall, the findings provided a solid grounding in what visitors enjoy about Snoquera trails and where strides can be made to improve experiences.

Are trails, roads and trailheads maintained and accessible? Where do we expect conditions to change?

The collected data offered specific and actionable information on how and where access has eroded across the Snoquera trail system. Throughout the trail user survey (Appendix C), the connectivity collaborative meeting (Appendix E) and general coalition meetings, road and trail maintenance issues were elevated. The trail user survey asked respondents to report their satisfaction with road and trail maintenance. The results showed levels of satisfaction that were lower than other categories, such as satisfaction with opportunities for challenge found on trail. Unsatisfactory road and trail maintenance was a strong theme across data sources.

The range of concerns related to trails, roads and trailheads maintenance and access were reported often and as important to visitor experience. As seen in the research findings mentioned throughout this report, many

Snoquera trails have varying degrees of capital improvement and significant deferred maintenance needs — whether that be because access has been lost altogether, wildfires or landslides have interfered with access or trails are not designed for their current use. Inaccessible roads are a major deterrent to backcountry trail access.

The data exposed consistent desires for improved trailhead maintenance and access including:

- Trailhead markers — many trails lack established trailheads
- Updated trailhead kiosk information, specifically when there are multiple uses allowed on trail
- Improved signage on roads accessing trailheads (Forest Service roads), along the Highway 410 and on trails at trail junctions
- More toilets at trailheads



Kelly Butte Lookout. Photo by trip reporter kgbspy.

Research findings also suggested where trail conditions may change. By doing thorough work to evaluate the state of many Snoquera trails, patterns were identified with respect to maintenance needs, long-term trail investment projects and where natural events such as wildfire and flooding may impact the longevity of certain trails. Future research will be needed to learn more about how these issues impact Snoquera trails.

Where are there concerns regarding trail use or locations that could affect the condition of natural resources?

The 2025 data findings brought initial ideas forward to help answer this research question. Survey respondents shared specific details about natural resource concerns related to their recent trail visits, including the presence of litter and notes about trash dumping on Forest Service Road 70. Through this crowdsourced data, information now exists about where concerns with meadow trampling, erosion, drainage and switchback cutting may be occurring on Snoquera trails. These details were also added, when found, to the trail inventory. By revealing where and why these natural resource impacts exist on trail, sustainable trail designs can be considered to mitigate resource impacts.

This research question will continue to be explored throughout the Snoquera Trails Assessment and is a priority to address in 2026.

Where are there concerns regarding trail use or locations relative to the condition of sovereign and Tribal treaty rights and/or cultural resources?

Through conversations with various Tribes, the Snoquera Trails Coalition recognizes the importance of using a trails assessment process and recommendations as opportunities to reduce impacts to the landscape and wildlife. For example, through the data collected this summer, the coalition has learned about places where improvements to trails can mitigate natural resource impacts. The group acknowledges that more work should be done to answer this research question and bring the trails assessment process closer to the core Snoquera Trails Assessment principle of protecting sovereign and Tribal treaty rights and cultural resources. Gaps in data are identified where partnership and resources can help investigate this research question further. Collaborating to better answer this research question is a priority for 2026 research.



Snoquera Falls Loop. Photo by trip reporter LunaHikes

Continued need for research

As the coalition gained new insight by collecting data this year, more opportunities to learn were discovered along the way. Research gaps were identified and exposed places where even richer data can help with the trails assessment process. Namely, two primary research questions developed by the coalition require more collaboration to further examine (pg 9).

As the Snoquera Trails Coalition builds out next steps for the Snoquera Trails Assessment, the group is identifying ways to add to its knowledge set and expand expertise, capacity and resources. Additional areas of inquiry may include:

- Examining wildlife habitat and migration (including breeding/calving seasons) overlays with Snoquera trails;
- Assessing climate change vulnerability and trail system sustainability – specifically, increasing threats of floodplain encroachment and landslides in burn areas that have impacted trails in Snoquera;
- Identifying opportunities to build, maintain or support barrier-free trails, including adaptive trails accessible to people using a range of mobility devices, through further engagement with trail users with physical disabilities to inform this work;
- Facilitated conversations around the protection of cultural resources and related feedback from Tribes;
- Exploring opportunities to restore trail access to the Clearwater Wilderness from the West Fork Road;
- Further analysis of the 2017 Greenwater Access and Travel Management Plan implementation, its impacts on the road network and motorized users and next steps in identifying opportunities within the remaining Forest Service road network; and
- Technical evaluation of trails to assess on-the-ground conditions (as identified in the trail inventory for further assessment needed).

Next Steps

The Snoquera Collaborative Trails Study Plan: 2025 Recreational Trails Findings report contributes to the Snoquera Trails Assessment by:

- Informing early Snoquera Trails Assessment principles and research questions through the new recreation data;
- Establishing foundational understanding in existing use, visitor preferences and opportunities for improvement for trails to be further analyzed by the Snoquera Trails Coalition;
- Developing a data set that helps further study of natural and cultural resource conditions and impacts; and
- Revealing places for further research and collaboration for stronger insights.

The coalition will use the 2025 research findings to fold into the continuing discussion around trail system improvements that will culminate in the Snoquera Trails Assessment recommendations. The coalition's research questions related to natural and cultural resource conditions will be a priority for exploration. An adaptive timeline for the ongoing work may take the form of Figure C.

As the Snoquera Trails Coalition plans for next steps, the group welcomes the opportunity for collaboration and further data collection throughout this project – both in adding more data within the existing methods and in new partnerships to tackle data gaps. Developing a vision for a sustainable trail system that is built to last requires data and collaboration. Washington Trails Association and the Snoquera Trails Coalition look forward to deepening insights into the Snoquera trail system in 2026 and beyond.



Rainier View Trail. Photo by trip reporter kgbspy.



Figure C

Appendix A

Snoquera Collaborative Trails Study Plan

Table of Contents

- Collaborative study plan goals
- Guiding principles, scope, and sideboards
 - Purpose and scope of collaborative
 - Anticipated outcomes
 - Guiding principles to map research questions back to
 - Details on resourcing, capacity, timeline this project is working in
- Research questions framework
 - Outline of overarching questions, potential data sources, methods, and their alignment with project outcomes
 - Summary of existing data
 - Gaps analysis
 - Prioritization process
- 2025 Data collection plan
 - At least 3 prioritized methods of data collection (survey, intercepts, lot counts, etc)
 - What research questions / goals are tackled within each
 - Implementation plan (what is needed from July - Oct to implement this method)
- Appendix
 - Existing data sources
 - Table of coalition-brainstormed research questions

Collaborative Study Plan Goals

The collaborative study plan will:

- Detail a list of prioritized research questions
- Articulate methods for collecting information to answer those questions
- Identify resources and partnerships needed for data collection
- Establish timelines for methods
- Identify additional research questions to pursue when additional resources are available

The Snoquera research report will be completed at the end of the data collection period. It will summarize the data collection methods and analyze key findings from the data. Compared to research report, the collaborative study plan is a document to capture the coalition's process for actionable data collection over the summer. The goal is that the collaborative study plan is a reflection of an implementation strategy. Neither the collaborative study plan or the research report will be a full report on Snoquera conditions.

About the Snoquera Trails Assessment and Coalition

The Snoquera Trails Coalition was formed to support multi-year efforts to create a Snoquera trails assessment. In completion, the Snoquera trails assessment will be a report of recommendations on improving Snoquera's trail system. The recommendations will be formed through qualitative and quantitative data and collaborative decision-making. These recommendations could include:

- Education and outreach efforts
- Visitor use management strategies
- Trail and road maintenance priorities
- Seasonal closures for natural or cultural resource needs
- Trail reconstruction or design enhancements
- New trail construction needs and opportunities
- Recommendations for additional data collection and analysis

The report focuses primarily on trails on Mt. Baker-Snoqualmie National Forest lands within the 410 corridor.

The first year (potentially two) of this project begins in 2025 with data collection. The coalition is made up of recreation and conservation stakeholders (nonprofits and community members). Coalition members represent communities and users who recreate or enjoy the 410 corridor; through their participation, they offer their unique perspectives and knowledge about the past, present and future of the Snoquera area. The coalition meets regularly (biweekly starting in May 2025) to inform and implement the collaborative study plan.

Guiding Principles

An initial list of guiding principles was developed from the project scope and the coalition’s interest areas. These four guiding principles, which may be adapted and developed further into the process, represent foundational beliefs that the coalition shares. These values help guide decision-making and set goal posts during each phase of our work.

- The Snoquera trail system should reflect the quality and diversity of opportunities and experiences sought by visitors.
- Maintained trails and accessible roads and trailheads are critical for a sustainable trail system.
- The Snoquera recreation system balances growing use with natural resources protection.
- Sovereign and Tribal treaty rights and cultural resources are protected in a future vision for Snoquera.

Project outcomes

- Inform future decision-making and work prioritization on Forest Service lands, including existing and new trail investments, roads, and ways of access
- Establish a data set and acquire information that can support various kinds of decision-making
- Create a network of stewards who can build capacity and partnerships in the region
- Develop a vision for a sustainable trail network that respects sovereign and Tribal treaty rights and the interests of Native peoples

Sideboards and Scope

Data collection efforts must work within the following sideboards:

- Data collection must be completed between July 14 - October 15, 2025
- Total expenses must not exceed \$4,000
 - Costs must also be approved as compatible with grant funding
- Suite of data collection is dependent on staff and volunteer capacity and resources

Scope:

- Related to trails on Forest Service lands within the Snoquera landscape
- Ability to be helpful and inform trail recommendations from a “snapshot” of data
- Contributes to project outcomes, as has been decided through prioritization process

Research Questions Framework

The research questions framework repurpose the guiding principles as questions. Within these four questions are opportunities to expand on more inquiries as we fill in data gaps and select methods.

1. Does the Snoquera trail system provide the quality and diversity of opportunities and experiences sought by visitors?

Potential data	Methods
Visitor use levels Visitor preferences Trail use characteristics (mode, length of visit, etc) Visitor motivations Visitor satisfaction Visitor demographics	Trail counters Surveys Trip report data analysis Interviews

Potential applications of data: inform trail improvement prioritization criteria, inform recommendations for new or expanded trail opportunities, inform outreach and education efforts, inform recommendations for visitor use management and/or trail management strategies

2. Are trails, roads, and trailheads maintained and accessible? Where do we expect conditions to change?

Potential data	Methods
Conditions of trails, roads, trailheads Previous NEPA decisions Prior analysis & prioritization efforts (ex. Watershed analysis, travel management, etc.)	Condition assessments/ field surveys Document analysis Interviews

Potential applications of data: inform trail improvement prioritization criteria, inform recommendations for new or expanded trail opportunities

3. Where are there concerns regarding trail use or locations relative to the condition of natural resources?

Potential data	Methods
Conditions of trails, roads, trailheads Visitor use levels	Condition assessments/ field surveys Document analysis

Previous NEPA decisions Prior analysis & prioritization efforts (ex. Watershed analysis, travel management, etc.)	Interviews
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Potential applications of data: inform trail improvement prioritization criteria, inform recommendations for new or expanded trail opportunities, inform recommendations for visitor use management and/or trail management strategies, inform outreach and education efforts

4. Where are there concerns regarding trail use or locations relative to the condition of sovereign and Tribal treaty rights and/or cultural resources?

Potential data	Methods
Feedback from Tribal representatives and/or Federal trustees Conditions of trails, roads, trailheads Visitor use levels	Interviews Condition assessments/ field surveys Document analysis

Potential applications of data: inform trail improvement prioritization criteria, inform recommendations for new or expanded trail opportunities, inform recommendations for visitor use management and/or trail management strategies, inform outreach and education efforts

Summary of Existing Data

A more detailed table of existing data sources is listed in the appendix. Knowing what data currently exists helps us identify where there are data gaps we need to fill in order to answer our research questions.

Mapping to the potential data sources above, we know that we have the following:

Trail conditions and inventory

The Forest Service has a standard inventory of 410 trails with information about length, use, and class. Formal Forest Service trail inventories were taken on a number of trails (not all) in 2023. The Snoqualmie Fire Lookouts Association has been informally collecting information on trail maintenance and conditions since 2022.

Visitor use and preferences

There are a number of data sources that can offer degrees of insight into use and preferences. Washington Trails Association’s trip reports, University of Washington’s visitor use modeling, and Strava and Alltrails’ community heat maps all speak to trail use and choices.

Management information

Forest Service decision documents (like the Snoquera Landscape Analysis and the travel management plan) tell us what changes and management sideboards exist for trails and roads in Snoquera. Depending on datedness, inventories, conditions assessments, and data used in these management plans can be pulled for our purposes.

Natural resource information

Trout Unlimited and Conservation Northwest will share resources, field work, and road system data they have collected during their project work in Snoquera. Sources are still being shared and analyzed.

Much of this information can be supplemental, but may not reflect trail-wide insights.

Gaps Analysis

When we compare the potential data sources that can help us answer our research questions and the existing data we have, data gaps can be observed in the following places:

- Visitor preferences, motivations, satisfaction, and expectations
- Trail-wide visitor use levels
- Standardized inventory on trail and road conditions
- Cultural resource information and Tribal perspectives on trail system
- General knowledge and understanding of recreation ecology of trails as part of the ecosystem

Prioritization Process

The guiding principles, rephrased as research questions above, help us frame our work. Still, the questions, methods, and insights we use to answer those questions must be prioritized to ensure intentional use of resources and time. The following process can help us prioritize questions and ideas as they come up:

1. Does this suggestion (question, idea, or method) fit into our guiding principles?
 - a. If yes, move to question two.
 - b. If no, de-prioritize.
2. Does this suggestion (question, idea, or method) help us achieve our project outcomes?
 - a. Specifically, does it relate to a potential application of data?
3. Can we address this question within the project timeline and with the data and resources available?

2025 Data Collection + Methods

The sections below represent the methods the Snoquera Trails Coalition will use to collect data to answer our research questions this summer.

Trail Counters

Trail counters help us answer questions about visitor use.

We have 12 infrared trail counters and 1 magnetic hall effect counter. These counters we placed at the following locations on June 23rd, 2025:

1. Greenwater Lakes @ 70
2. Greenwater Lakes @ Corral
3. Palisades Parking Lot
4. Noble Knob + Palisades/Ranger Creek (before the junction)
5. Dalles Ridge @ Corral
6. Skookum Flats @ 73
7. Skookum Flats @ RC
8. Snoquera Falls @ Camp Sheppard
9. Bullion Basin
10. Silver Creek
11. Norse Peak
12. Suntop
13. Naches Trail (magnetic counter)

From July - October 2025, the following resources are needed to support data collection using this method:

- At least two maintenance checks and data retrievals
- Uploading of final data

Visitor Use Survey

An online survey will be developed to gather information on visitor use and preferences in Snoquera. The survey will capture insights from current and potential visitors. The visitor use survey will contribute to answering many of the questions the coalition seeks to answer related to visitor choices, expectations and relationships.

From August - November 2025, the following resources are needed to support data collection using this method:

- Survey development and distribution
- Coalition sharing of the survey
- Coding scheme developed
- Survey response analysis

Trail Inventory

The Coalition will use the Forest Service’s trail inventory as a baseline. The Coalition will determine key “characteristics” to measure and understand about Snoquera trails that can help inform trail recommendations (ex: accessibility of roads, deferred maintenance).

The Coalition will work to fill-in information about these prioritized characteristics, whether that be pulling from existing trail conditions data or pursuing new data collection. Volunteers will be utilized to seek out trail characteristic information for trails in which this information does not exist.

Heatmaps from Strava and Alltrails will be used to identify any possible recreation hotspots that are not on the designated trail system.

Document Analysis

A process will be developed to review existing Forest Service policy and decisionmaking – for example, the Snoquera Landscape Analysis and Snoquera Travel Management Plan – for a.) existing and known relevant data and b.) applicable guidelines relevant to the trail assessment.

Community Resource Analysis

There are multiple sources of use and preference information that can contribute to our understanding of current conditions in Snoquera. *As capacity allows*, the following sources of data will be reviewed for insights:

- Washington Trails Association trip reports
- Alltrails Community heatmap
- University of Washington Outdoor Recreation and Data Lab modeling
- Strava heatmap

Takeaways and contributions pulled from these sources will be included in the final research report.

Appendix

Existing Data

As the coalition considers things to explore and expand our understanding of Snoquera’s trail system, we acknowledge that data already exists from various sources. The following table includes existing data sources mentioned by the group. This data is highly variable, meaning some sources only cover specific areas, time periods, uses, etc. The coalition will leverage these existing data sets as useful and applicable to answering the research questions developed above.

Source	Owner	Description
Hunting permit data	Washington Department of Fish and Wildlife	How hunters and fishers get outside in the Snoquera area. This is likely area-specific and records harvests per season.
Trail counter data	Forest Service	The Forest Service has trail count data from the Greenwater Lakes and Summit Lakes trails from 2023-2024 season.
Trail conditions spreadsheet	Snoqualmie Fire Lookout Association	Qualitative information on trail conditions and level of maintenance collected by volunteer stewards
Trail inventory	Forest Service	In 2023, every trail in the Norse Peak Wilderness and every single-track motorcycle trail was surveyed.
2025 summer trail counts	Snoqualmie Fire Lookout Association	Volume and use type at Kelly Butte (tracked nearly everyday this summer) and Suntop Lookout (overall visitor count that combines people and cars)
GIS data	Forest Service	Norse Peak Wilderness and single-track motorcycle trail trail data.
Round counts	Forest Service	May 2022 - Feb 2024 (and then intermitted for 2024 and 2025) vehicle counter data for the 70, 7160, 7174, 72-410, and 73

		roads.
Planned timber sales	Forest Service and other landowners	Can help inform future strategy by telling us where conditions may change
Volunteer trail maintenance data	Northwest Motorcycle Association	Reports on conditions, level of maintenance on motorcycle trails
Trip reports	Washington Trails Association	Visitor-created information on trail experiences
2016-2023 visitation modeling	University of Washington Outdoor Recreation and Data Lab	More information needed.
Community heat map	Alltrails	Shows recreation use patterns in Snoquera
Snoquera watershed data	Trout Unlimited	Overlay watershed, aquatic health data with recreation - more information needed.
Snoquera dispersed camping, habitat data	Conservation Northwest	Overlay dispersed camping data and observations with recreation findings - more information needed.
Snoquera Landscape Analysis	Forest Service	Existing strategy and management direction for Snoquera; documentation of previously prioritized efforts
Snoquera Travel Management Plan	Forest Service	Dated assessment of road conditions and management decisions on road conditions

- Where is there overlap in use types across lands?
- What signage helps people navigate traveling through Snoquera? What resources and navigation help people get to their destinations?

These questions fed into the development of the guiding principles. They will be used to inform survey development and other research methods.

Appendix B

Full TRAFx Data Report

Trail Counter Placements

1. Bullion Basin Trailhead
2. Greenwater Lakes Trailhead through Forest Service Road 70 access
3. Greenwater Lakes Trail through Corral Pass access*
4. Palisades Trail from the Dalles Ridge Trailhead
5. Palisades Trailhead
6. Naches Jeep Trail
7. Noble Knob through Corral Pass access*
8. Norse Peak Trailhead
9. Silver Creek Trailhead
10. Skookum Flats through Forest Service Road 73 access*
11. Skookum Flats through Ranger Creek Campground access
12. Snoquera Falls Trail through Camp Sheppard access
13. Suntop Trail, placed below the gate

*****The two trail use counters in the Corral Pass area were taken down after being chewed on by wildlife. The trail counter placed at the Skookum Flats entrance via the Forest Service Road 73 entrance was stolen. As a result, complete data is lacking for these three counters.

TRAFx Trail Use Counters

Thirteen TRAFx trail use counters were placed across trails in the Highway 410 region. Trail counters were placed on Snoquera trails on June 27, 2025 and removed from trails between September 15 to 22, 2025. While some trail counters were out on trails a few days longer than others depending on what days they were placed and collected, the standard range for analysis of all trail counters was 83 days. The Snoquera Trails Coalition chose the locations of the trail counters in order to:

- Provide use numbers for assumed popular trails;
- Gauge how much use lesser-used trails receive; and
- Contribute baseline information where traffic on trail was relatively unknown.

Therefore, the trail counter placements reflected a variety of higher and lower used trails across the system.

Trail counters were placed in the following areas:

1. Bullion Basin Trailhead
2. Dalles Ridge Trailhead
3. Greenwater Lakes Trailhead through Forest Service Road 70 access
4. Greenwater Lakes Trail through Corral Pass access*
5. Palisades Trailhead
6. Naches Jeep Trail
7. Noble Knob through Corral Pass access*
8. Norse Peak Trailhead

9. Silver Creek Trailhead
10. Skookum Flats through Forest Service Road 73 access*
11. Skookum Flats through Ranger Creek Campground access
12. Snoquera Falls Trail through Camp Sheppard access
13. Suntop Trail, placed below the gate

*****The two trail use counters in the Corral Pass area were taken down after being chewed on by wildlife. The trail counter placed at the Skookum Flats entrance via the Forest Service Road 73 entrance was stolen. As a result, complete data is lacking for these three counters.

TRAFx Trail Counters

TRAFx trail use counters estimated visitor use by sensing infrared wavelength emitted from living things (e.g. people, wildlife). A “count” represented heat-based motion that passed by the camera. For out-and-back trails, two visits were counted when the visitor passed the counter on their way in and on their way out. Therefore, trail visits can be estimated to be half of the total count for this reason.

TRAFx use data can vary from actual visitation for a number of factors, like people stopping in view of the camera, wildlife passing by and tightly clumped groups of visitors. For this project, no manual counts were used to verify the TRAFx counters.

Many trails on the Snoquera system have multiple entry points; a trail user could use the trail as an out-and-back or the user could exit through a different place than they started. For the purpose of this research project, the Snoquera Trail Coalition’s best judgement was used to assume that the majority of users on the trails where the trail counters were placed were accessing the trails as out-and-back. For this reason, the raw data is divided in half to best adjust for widespread duplication.

Findings

The following section reflects insights across the trail system.

Highest to Lowest Total Visits Between June 27 - September 17 (Peak Visitation Season)

Total visits¹

1. Silver Creek Trail (4,384)
2. Naches Jeep Trail (4,104)
3. Greenwater Lakes (3,094)
4. Snoquera Falls (1,402)
5. Dalles Ridge (1,347)
6. Norse Peak (1,331)
7. Palisades (1,045)
8. Skookum Flats at the Ranger Creek entrance (794)
9. Bullion Basin (740)

¹ Total visits reflect the raw total visitation number across the 83 standard days the trail counters were out, and then divided in half because trails are assumed to be out-and-back.

10. Suntop (91)²

Reflections on total visitation trail counter data include:

- In addition to the trail counters, the Snoqualmie Fire Lookouts Association (SFLA) collected manual visitation data throughout the summer that reveal use at the Kelly Butte and Suntop trails. The SFLA volunteers counted visitors by stationing themselves at the respective lookouts across weekdays and weekends. For the Kelly Butte Lookout, the volunteers logged a total of 1,345 visitors across 83 days from June 21st to September 28th. At Suntop Lookout, SFLA volunteers recorded counts through visitors they made contact with – not just visitors seen. Standardizing for the trail counter June 27th to September 17th date range, SFLA volunteers recorded 4,302 “contacts” at Suntop Lookout.
- While the counter at the Skookum Flats entrance off of Forest Service Road 73 was stolen and therefore a summer’s worth of data was not available, the Snoqualmie Ranger District staff estimate from experience that the Skookum Flats trail receives more use than the Ranger Creek entrance.
- Reflecting on their experiences, the Snoqualmie Ranger District shared that the visitation numbers for Snoquera Falls are lower than expected. This may be due to trail counter placement.

While raw visitation numbers are helpful to paint the picture for overall use, cleaned up data is better in measuring more granular comparison information because it scrubs disproportionate variance that large events had on the data. For example, several trails had commercial events that resulted in abnormally high traffic days. These days are important to keep within the total visitation number because they reflect real use that occurred on trail. But when assessing something like visitation on a typical week throughout the summer, these event days skew calculations that determine averages.

The trail counter data was cleaned by using the statistical model of a robust Z-score to identify outlier days. A robust Z-score employs medians to assess standard deviations. Outlier days were defined as days that received a Z-score of three or higher; the higher the Z-score is from the median, the more likely the day represents an outlier.

Cleaned Average Trail Use Data

All cleaned data in this table is also divided in half since the raw data duplicates visitation (see TRAFx Trail Counters section above for explanation). These averages **reflect visitation during peak summer recreation season** – late June to September – and **do not represent use throughout the full year.**

Name of trail	Average visits per week ³	Average weekend day visits	Average week day visits
Bullion Basin	51	13	5

² The Suntop Lookout trail counter was placed below the gate. The trail counter was meant to capture use for visitors taking the Suntop Trail up to the gate and the lookout. Most Suntop Lookout visitors park at the gate and take the shorter trail up to the lookout, as validated by Snoqualmie Fire Lookout Association manual counts and AllTrails and Strava community heatmap data (pg 15). There are also alternative ways to use the trail for a long-distance approach to Suntop Lookout and bypass the trail counter. Therefore, this trail counter purely reflects Suntop Trail use below the gate and not total visitation to the Suntop Lookout.

³ Average visits per week = average weekday visits (x5) + Average weekend visits (x2). These numbers are rounded to the nearest whole number.

Dalles Ridge	77	16	9
Greenwater Lakes	249	62	25
Naches Jeep	176	38	20
Norse Peak	72	16	8
Palisades	84	22	8
Silver Creek	257	66	25
Skookum Flats	55	15	5
Snoquera Falls	111	28	11

Average counts were not calculated for Suntop because there was not enough data due to the specific conditions of the trail counter placement (see footnote in Total Visits section).

Reflections from the table above include:

- The trail with the highest visitation on weekend days (Silver Creek) had an average of 53 more visitors than the trail with the lowest visitation on weekend days (Bullion Basin⁴).
- The Snoquera Trail Coalition’s assumption prior to trail use counter placements was that the Greenwater Lakes Trail would be the busiest trail on the system. However, the trail counters revealed that the Silver Creek Trail received more use (<200 more visits than Greenwater Lakes Trail in both raw and cleaned data). Greenwater Lakes and Silver Creek had the same average weekday visits – 25 – but Silver Creek had slightly more weekend visitors (66 compared to Greenwater Lakes’ 64).

The trail use counter data offers useful insights beyond establishing baseline visitation numbers. One of the largest insights gained from these numbers is seeing how influential events – commercial races, stewardship days, community events – can drive spikes in use. For example, the cleaned total visitation number for the Naches Jeep Trail – which generated a total visitation number that corrects for outliers – estimated a difference of 2,008 visitors from the raw total visitation. This shows that events likely drove 2,008 more visitors to this trail compared to average visitation. Silver Creek saw use driven by a large commercial event in 2025; the cleaned total visitation data differed from the raw total visitation data by 1,307 visitors. Still, in both the raw and cleaned data, Silver Creek was the highest visited trail out of those where trail counters were placed.

Reflecting on the differences between average weekend and weekdays use also tells a story about how individual trails attract different kinds of user behaviors. For example, visitation on the Bullion Basin (mostly an equestrian area), Dalles Ridge and Norse Peak trails tends to be more evenly distributed throughout the week compared to trails like Greenwater Lakes and Silver Creek, which experienced weekend use spikes more aggressively.

Specific trail use levels can be helpful in validating reported user experiences about things like crowding and parking constraints. They can also be used in grant applications to demonstrate level of use. Knowing levels of use can help land managers estimate cost/benefit of trail investments and inform design elements for improvements (e.g. tread width, toilets, parking capacity), and support the prioritization or frequency of maintenance.

⁴ Due to Suntop’s counter being placed moreso to show trail use on a specific part of the trail, rather than full traffic at the lookout destination, Bullion Basin is being considered as being the least fully-traveled trail.

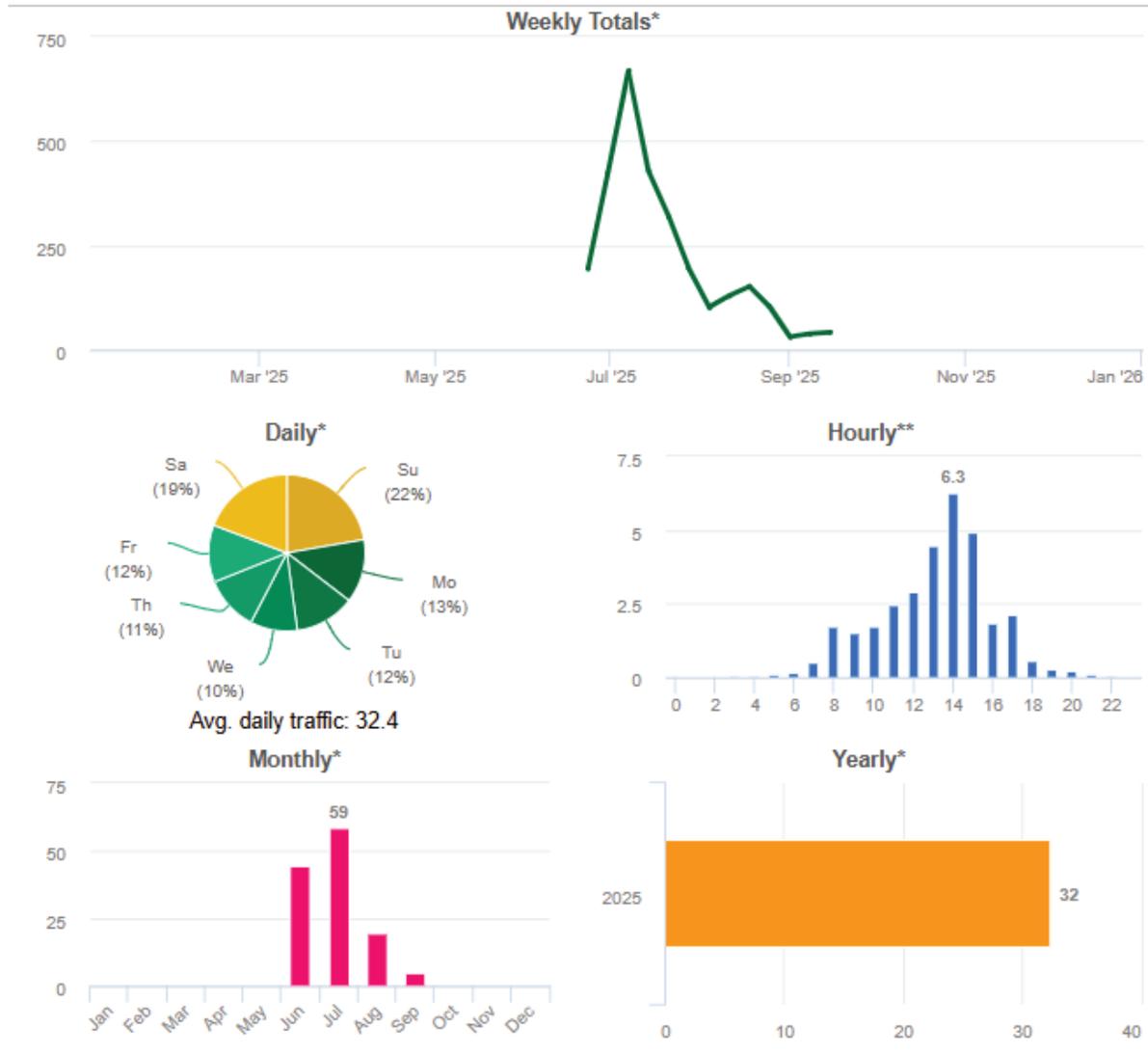
above). Five outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

- Average daily traffic (ADT), divided in half: 8.9
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 11.5 daily visitors through September
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 7 daily visitors through June
- Total raw visits: 1480

Dalles Ridge



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

above). Eight outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

- Average daily traffic (ADT), divided in half: 16.2
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 29.3 daily visitors in July
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 2.6 daily visitors in September
- Total raw visits: 2693

Greenwater Lakes

Greenwater Lakes lacks an equivalent chart to other trails because there has been an intermittent trail counter at the trail for the past few years; an overall chart cannot be generated for just the June to September 2025 period. The data below reflects numbers calculated within the June to September 2025 range.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section above).

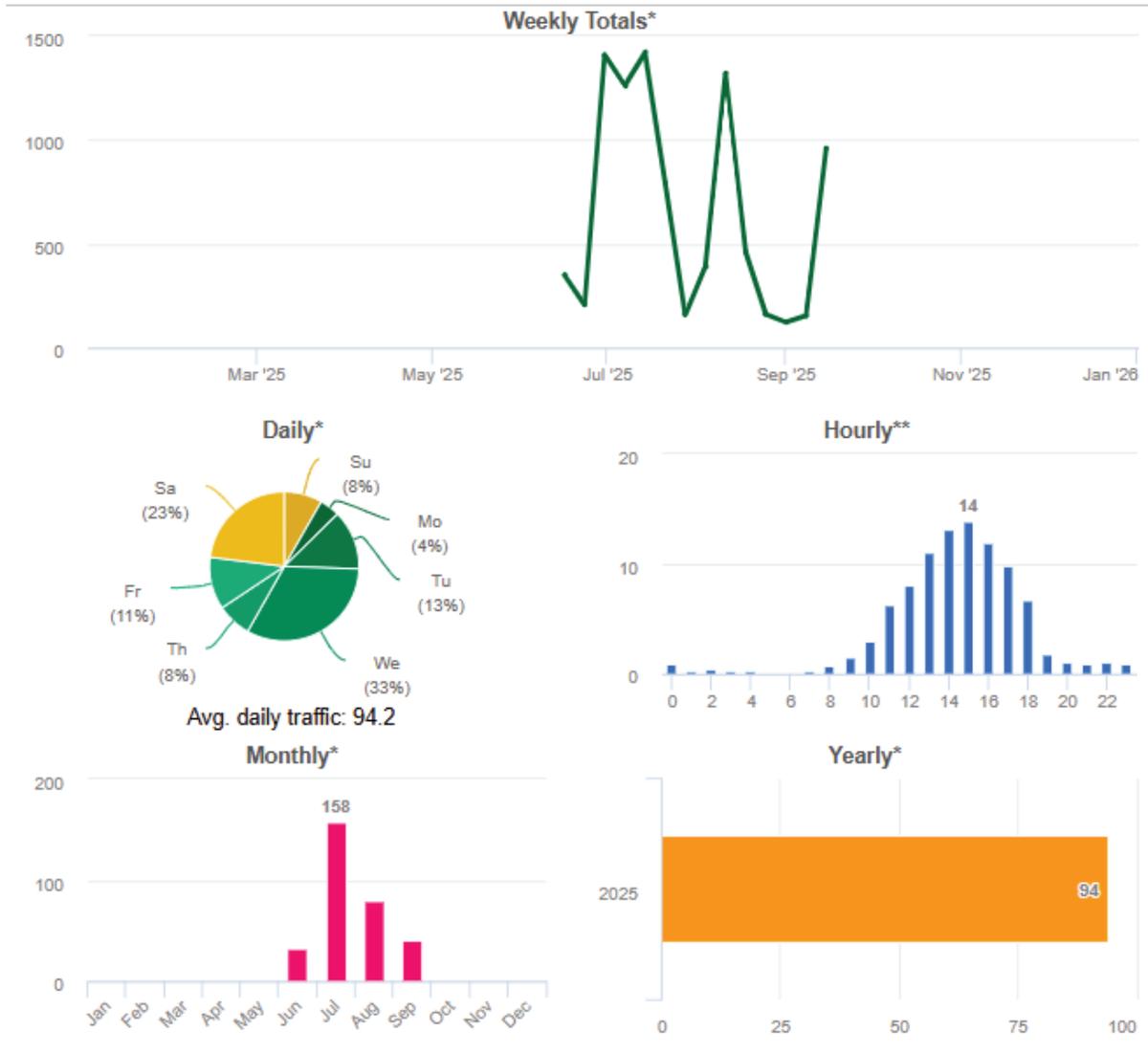
- Average daily traffic (ADT), divided in half: 36.13
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 63 daily visitors in June
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 62.3 daily visitors in September
- Total raw visits: 6188

Naches Jeep Trail

Naches Jeep Trail



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

above). Ten outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

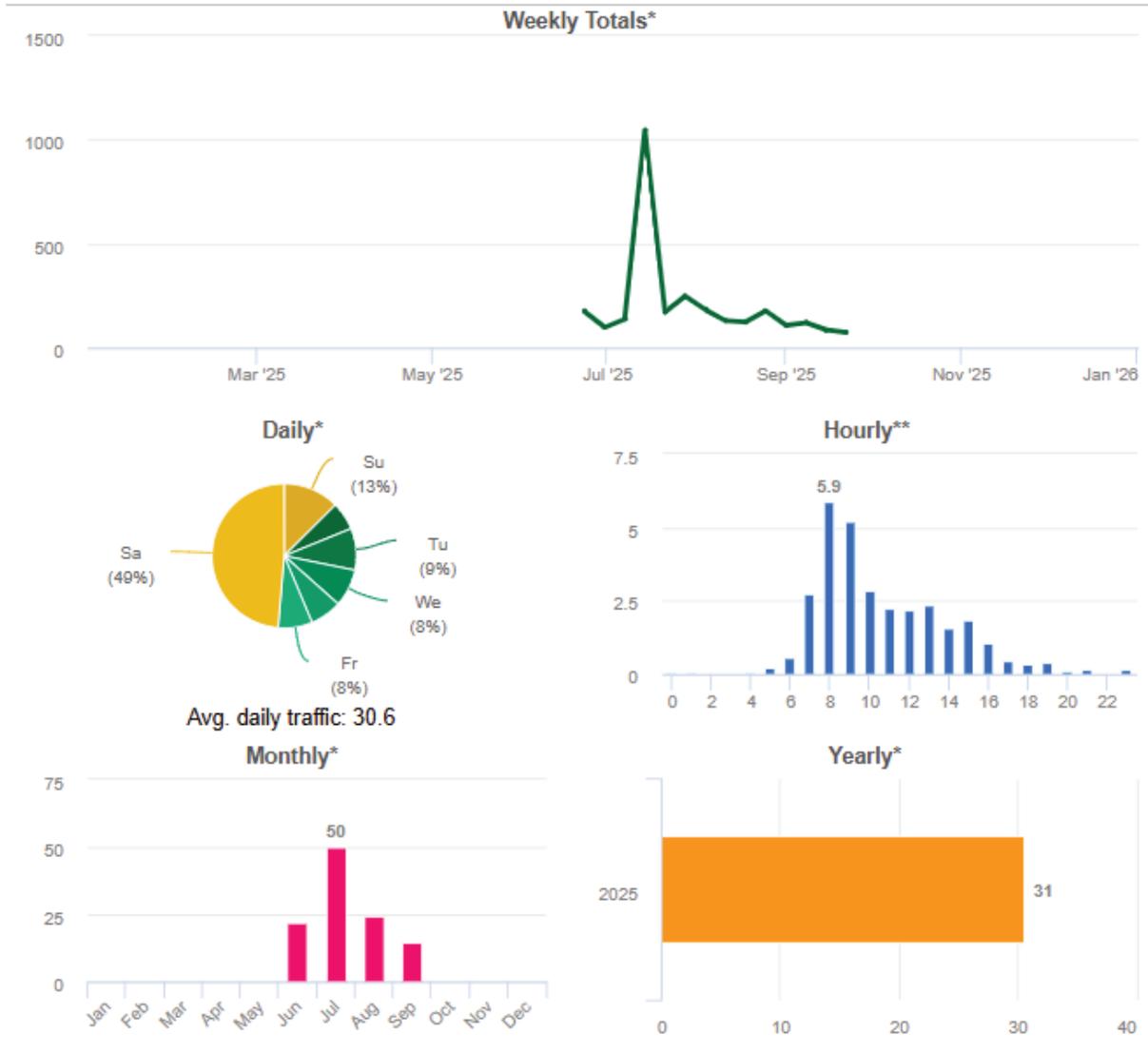
- Average daily traffic (ADT), divided in half: 47.1
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 79 daily visitors in July
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 16.45 daily visitors in June
- Total raw visits: 8207

Norse Peak Trail

Norse Peak Trail



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

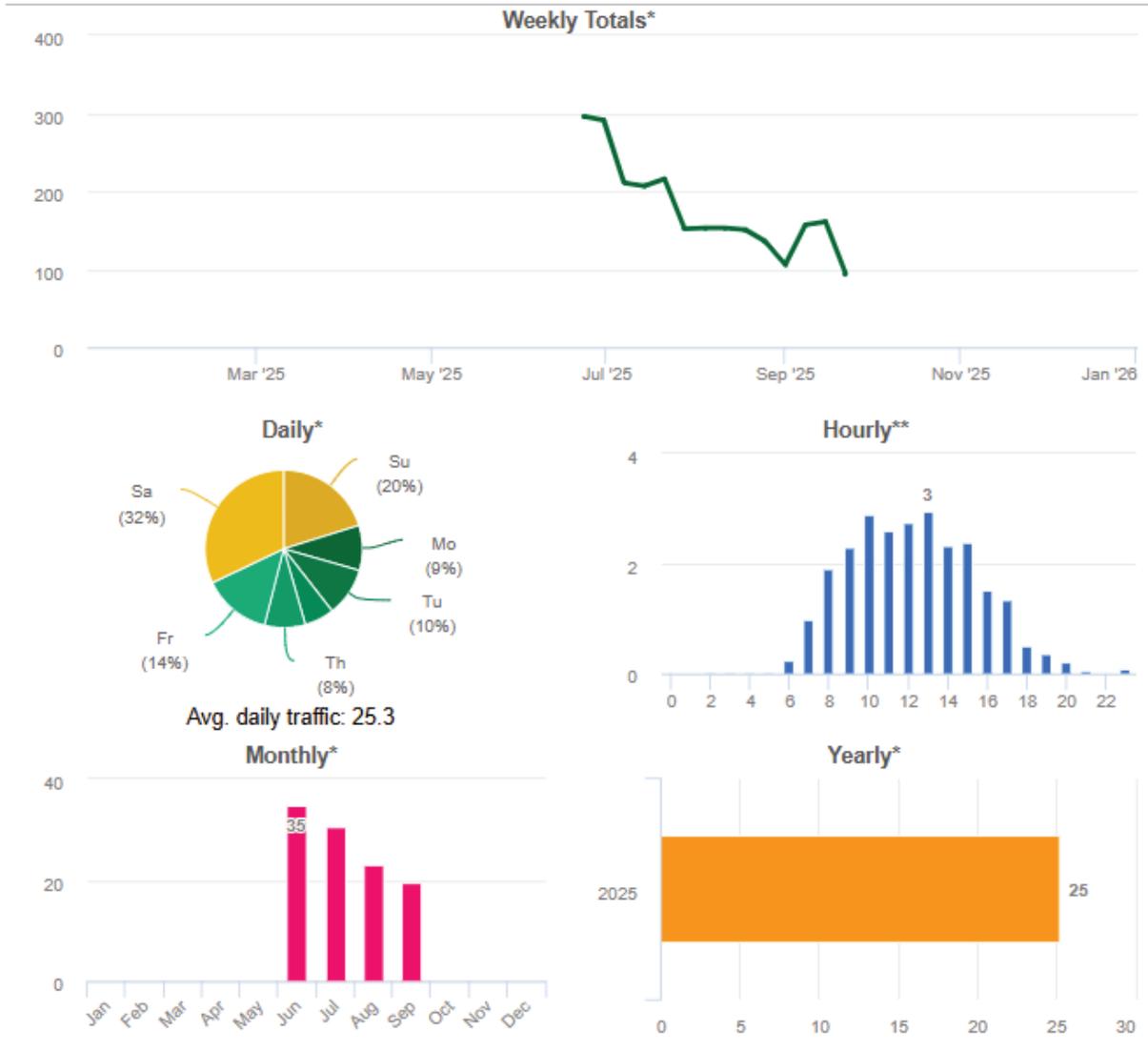
above). One outlier was identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for this outlier and represent raw averages.

- Average daily traffic (ADT), divided in half: 15.3
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 25 daily visitors in July
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 7.3 daily visitors in September
- Total raw visits: 2661

Palisades



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

above). Four outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

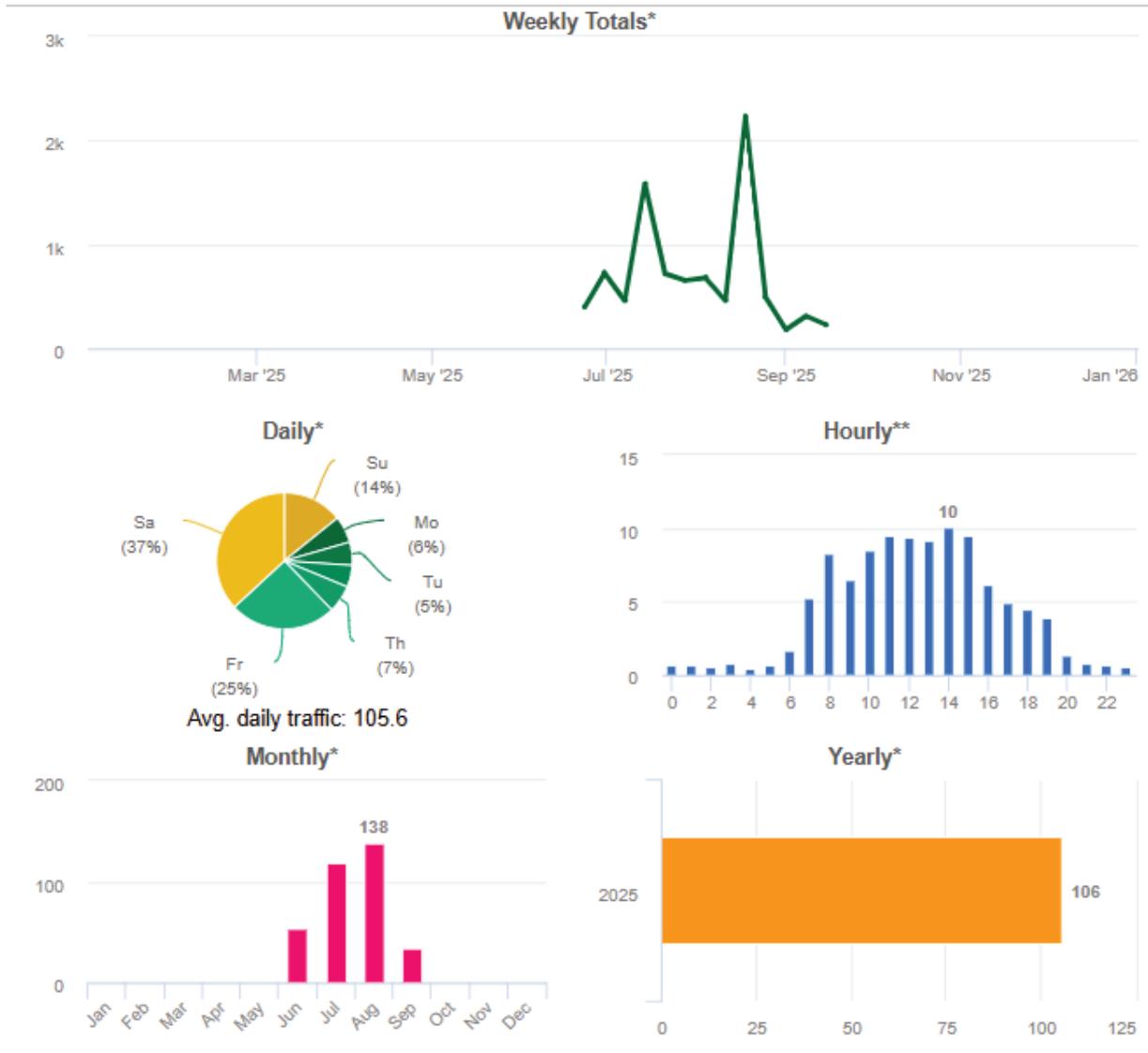
- Average daily traffic (ADT), divided in half: 12.65
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 17.4 daily visitors in June
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 9.8 daily visitors in September
- Total raw visits: 2089

Silver Creek

Silver Creek Trail



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

above). Four outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

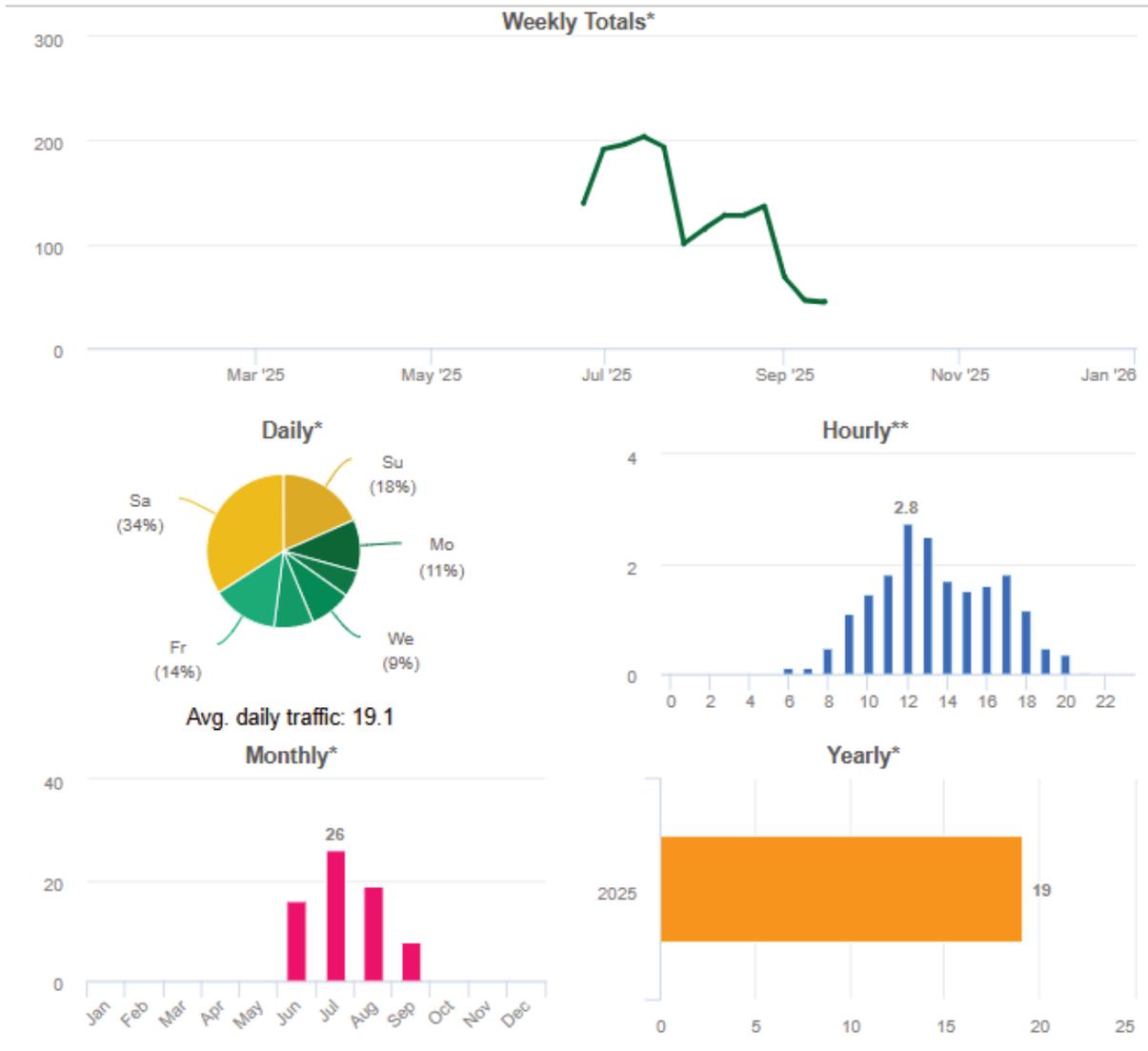
- Average daily traffic (ADT), divided in half: 52.8
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 69.15 daily visitors in August
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 17.4 daily visitors in September
- Total raw visits: 8768

Skookum Flats via Ranger Creek

Skookum/Ranger



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

above). Six outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

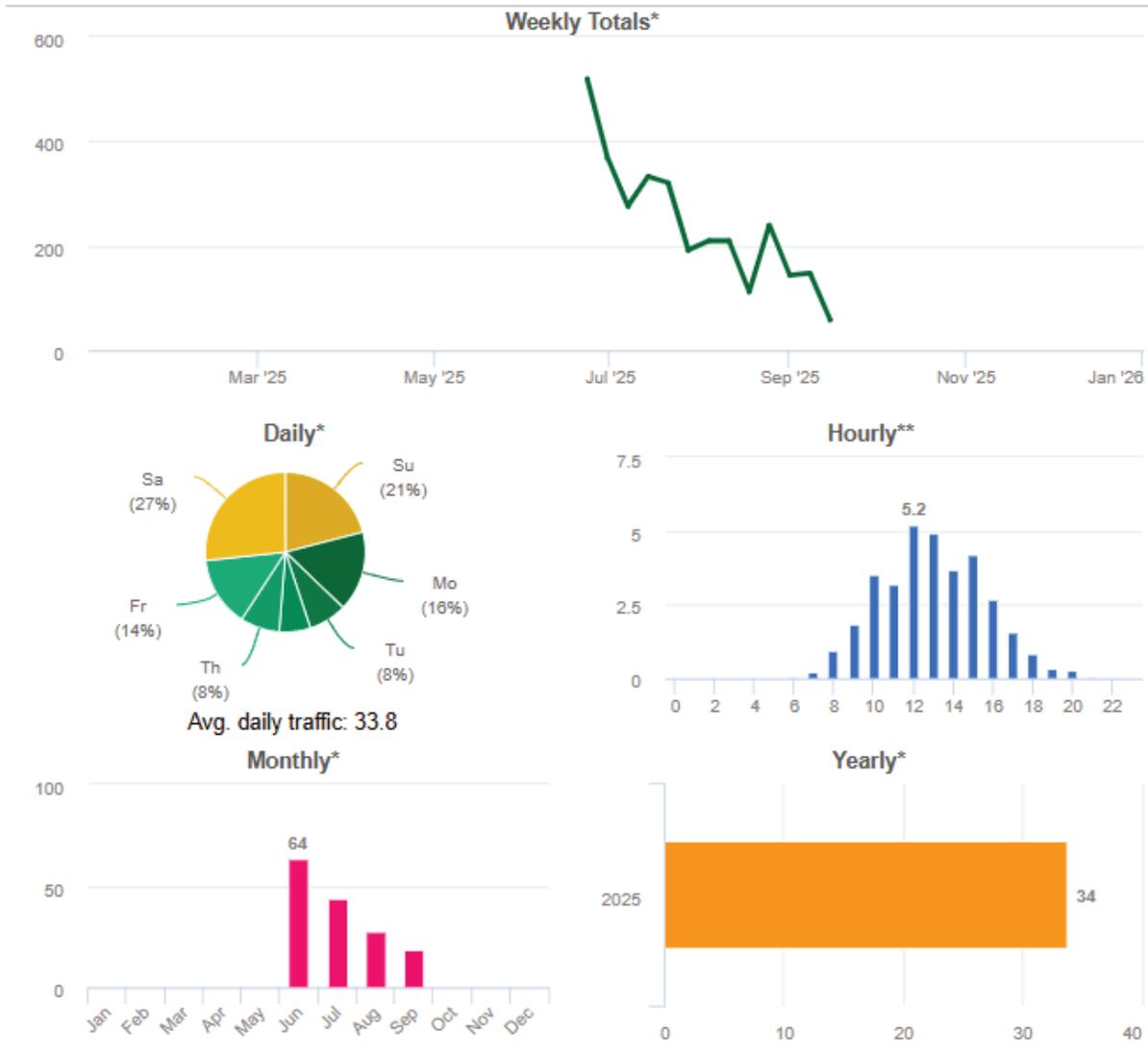
- Average daily traffic (ADT), divided in half: 9.55
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 13.05 daily visitors in June
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 3.9 daily visitors in September
- Total raw visits: 1588

Snoquera Falls

Snoquera Falls Trail



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section

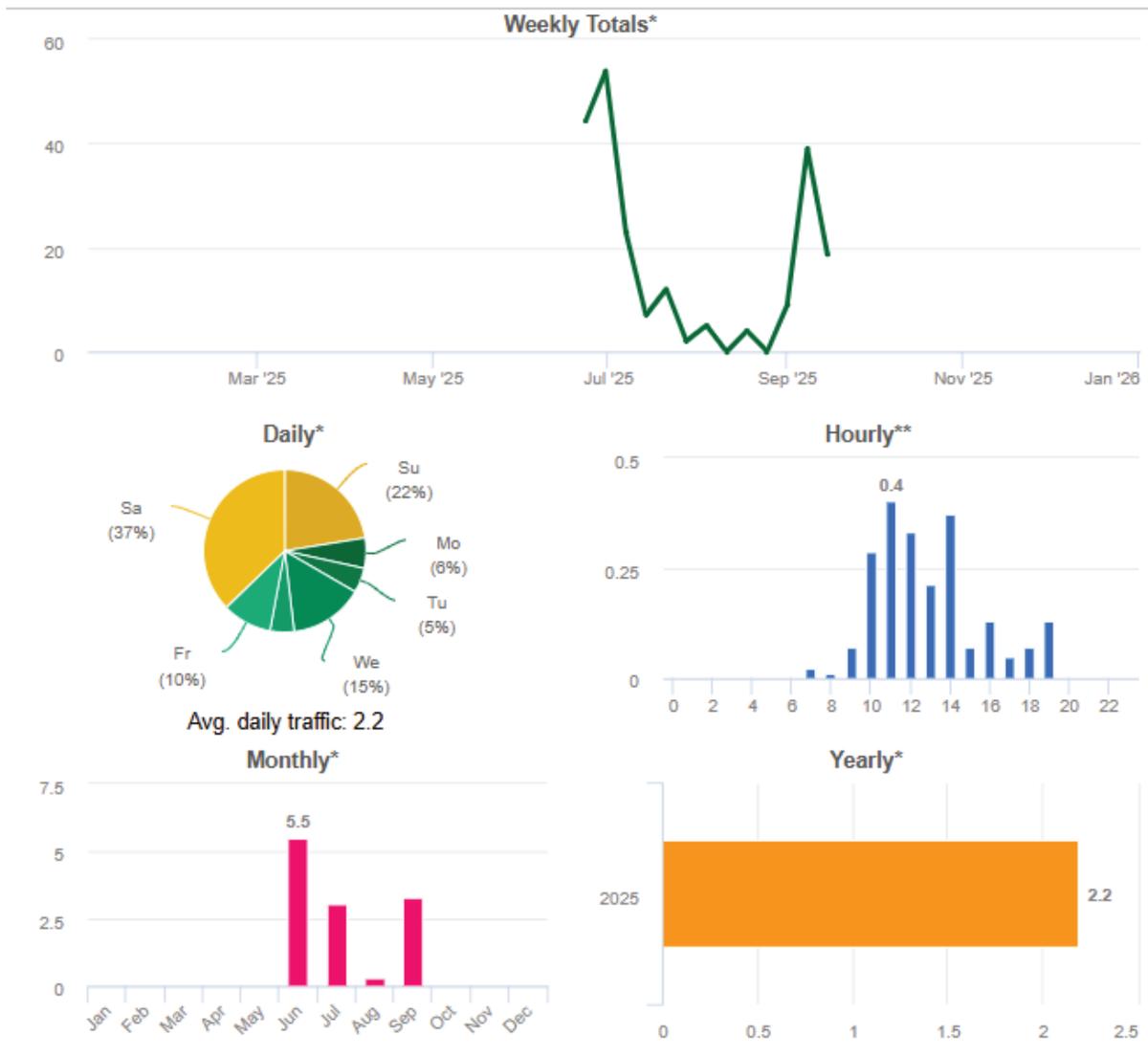
above). Three outliers were identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for these outliers and represent raw averages.

- Average daily traffic (ADT), divided in half: 16.9
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 31.9 daily visitors in June
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 9.3 daily visitors in September
- Total raw visits: 2803

Suntop Trail (counter placed below the gate)



Made with: TRAFx DataNet (www.trafx.net)



* Weekly and Daily are calculated from Average Daily Traffic (ADT); Monthly and Yearly show ADT values.
 ** Based on last year of data only.

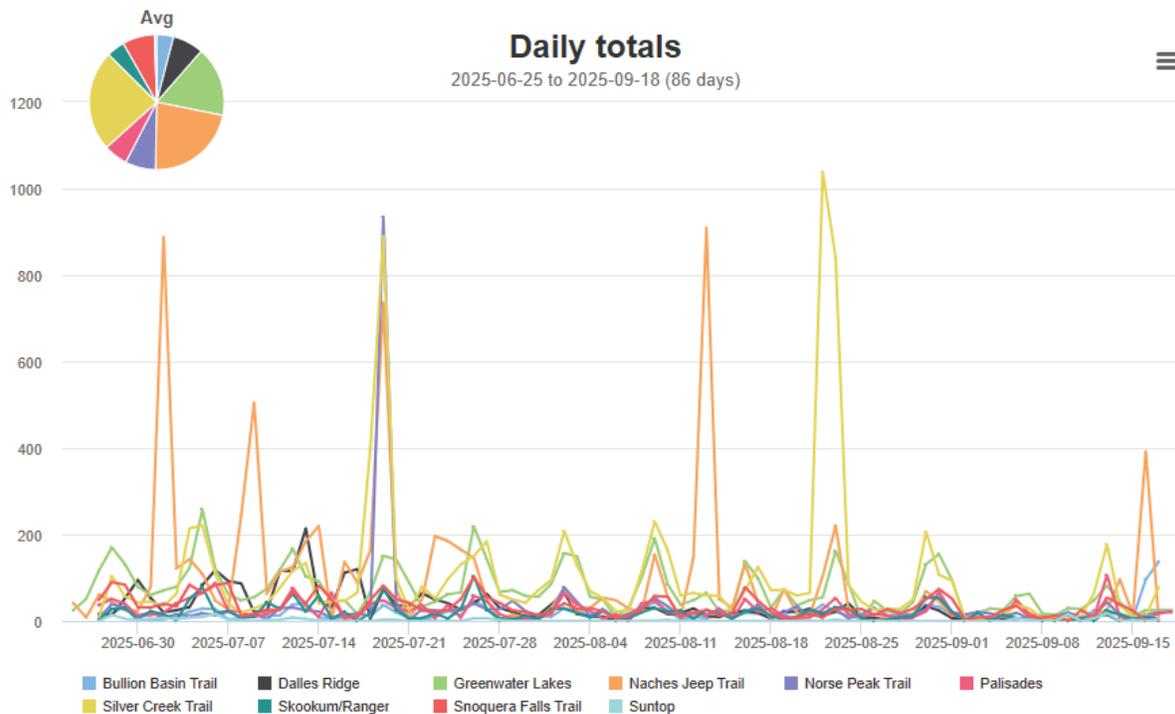
See the caveats about the Suntop trail counter placement in the narrative section above; this trail counter does not display visitation at Suntop Lookout, but on the Suntop Lookout Trail as accessed below the gate parking area.

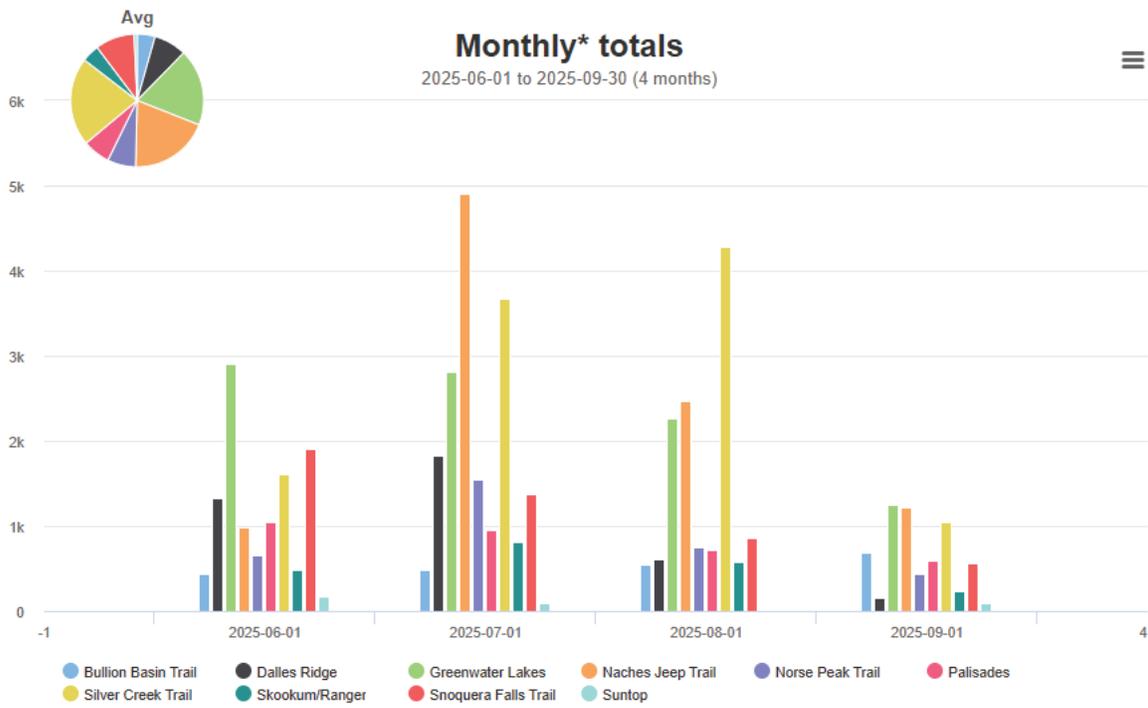
This graph represents average use from June to September 2025, which is peak recreation season. This trail is best assumed to be out-and-back; therefore, all numbers above should be divided in half since TRAFx counters duplicate out-and-back users.

To see more insights on average weekend day and weekday visits, see the Findings section above. None of the data in the bullet points below is cleaned (to understand the process of cleaning the data, see the narrative Findings section above). One outlier was identified through the cleaning process for this trail, meaning that the averages included in the bullet points below do not correct for this outlier and represent raw averages; however, due to the small amount of data for this trail, our statistical model could not fully calculate for outlier days.

- Average daily traffic (ADT), divided in half: 1.1
- Highest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 2.75 daily visitors in June
- Lowest monthly ADT (if all traffic was averaged evenly across the month), divided in half: 0.15 daily visitors in August
- Total raw visits: 182

Comparison Charts





Appendix C

Highway 410 Trail User Survey Results

November 7, 2025

Compiled by Sarah Lange, *Consultant*

Executive Summary

The Snoquera Trails Coalition launched the Highway 410 Trail User Survey between August 7 and September 22, 2025, to better understand how people experience and value the trails along the west side of Highway 410 between Enumclaw and Chinook Pass. The online survey, distributed by coalition partners and community networks, generated 752 responses from trail users across Washington State. Most participants were from Pierce and southern King Counties—communities with the closest access to the corridor. Many respondents stated that they visit the Snoquera region frequently, with over one-third reporting monthly or weekly use.

Trail users generally expressed a high level of satisfaction with their experiences in the corridor. Ninety-one percent of respondents reported that they were satisfied or very satisfied with their most recent trail visit, and the majority agreed that they feel safe (85%) and find high-quality opportunities that meet their interests and skill levels (87%). Hiking was the most common activity (78%), followed by mountain biking and motorized trail riding (about 20% each). People are drawn to the area’s scenic beauty, proximity to home and the sense of solitude compared to busier destinations like Mount Rainier National Park. For many, the ability to bring dogs, avoid timed-entry systems (such as the system at Mount Rainier National Park), and connect with personally meaningful places were also important factors in choosing these trails.

While the overall experience was positive, our thematic analysis of open-ended survey responses identified several recurring challenges. The most frequently cited issues were deteriorating Forest Service road conditions, deferred trail maintenance (particularly in burn-affected areas), and inadequate signage along roads, at trailheads, and at junctions. Respondents also pointed to limited and poorly maintained restrooms, insufficient parking for larger vehicles and trailers, and growing concerns about litter, noise, and user conflicts. Many called for expanded or connected trail networks to provide more loop options, improve safety, and reduce conflicts between hikers, bikers, and motorized users.

Beyond individual trail conditions, the results highlight broader opportunities. The Highway 410 corridor offers a high-quality, less-populated alternative to Mount Rainier National Park. Trails in the Snoquera region attract frequent local visitors while supporting nearby communities—over 60% of participants reported stopping for food, fuel, or other purchases during their trips. When asked for ideas to improve the Highway 410 trail system, many respondents showed strong support for empowering partner organizations to help maintain trails and for collaborative efforts to balance access, stewardship, and user education. At the same time, the survey’s demographic profile—older and less diverse than the state population—suggests opportunities to engage younger and more diverse trail users through outreach, partnerships, and inclusive programming.

Overall, the survey results reflect both the pride people feel for this unique landscape and their willingness to help care for it. These insights can help partners prioritize maintenance and infrastructure investments, strengthen stewardship partnerships, and guide future planning efforts to ensure the Highway 410 trail system remains accessible, resilient, and welcoming for generations to come.

Contents

Survey Results

Survey Limitations

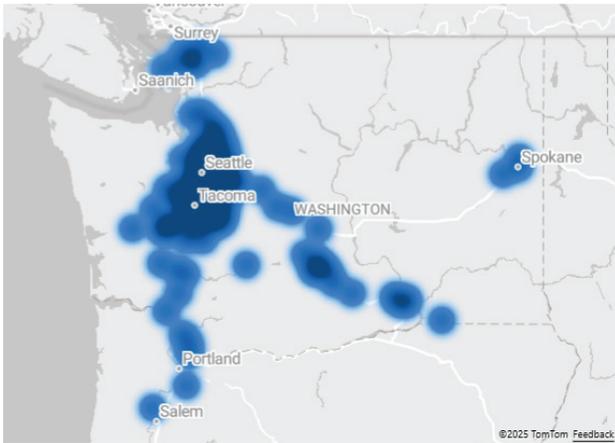
- Q1. Please share the zip code of your primary residence.
- Q2. How often do you visit trails accessed from Highway 410?
- Q3. What has prevented you from visiting?
- Q4. Which of the following factors have influenced your decision to visit trails along Highway 410?
- Q5. Please select your primary recreation activities on Highway 410 trails.
- Q6. Please share your level of agreement with the following statements applied across the various trails around Highway 410.
- Q7. Are there improvements to the Highway 410 trail system that you would like to see?
- Q8. Have you visited a trail along Highway 410 in the past 6 months?
- Q9. When was your most recent visit to a Highway 410 trail?
- Q10. How did you pay for this visit?
- Q11. What trail did you recreate on during your most recent visit?
- Q12. Why did you choose this trail on your most recent visit?
- Q13. How did you learn about this trail?
- Q14. Please rate your satisfaction with the following conditions of your most recent trail experience.
- Q15. What did you like most about your recent trail visit?
- Q16. What did you dislike most about your recent trail visit?
- Q17. Did you stay overnight anywhere along the Highway 410 before or after your destination?
- Q18. Did you stop anywhere along the Highway 410 before or after your destination?
- Q19. Please select all stops you made before or after your journey to your trail destination.
- Q20. Approximately how much money did you spend during the stops to or from your trail destination?
- Q21. Gender Identity
- Q22. Race
- Q23. Ethnicity
- Q24. Age

Survey Results

Survey Limitations

Although survey participation was robust, the sample was not random and should not be interpreted as statistically representative of all trail users. The survey was distributed by email and via social media by Washington Trails Association, Pacific Northwest 4WD Association, Snoqualmie Fire Lookout Association, and via other Coalition organization members. Flyers with QR codes linking to the survey were posted at many trailheads in the Highway 410 area. Responses reflect the perspectives of those who received information about the survey and chose to participate and may over- or under-represent certain groups or activity types. The respondent pool also differs demographically from the statewide population. Nevertheless, the results provide valuable qualitative insight into trail user experiences and help identify key needs and opportunities for improvement across the Highway 410 corridor.

Q1. Please share the zip code of your primary residence.



Participants reported over 100 unique zip codes for their home locations, most of which were located within Western Washington State (Figure 1). The greatest concentration of survey participants resides in communities in northwestern Pierce County and Southwestern King County with easier access to the Highway 410 corridor (Figure 2).

Figure 1 - Home locations of survey participants

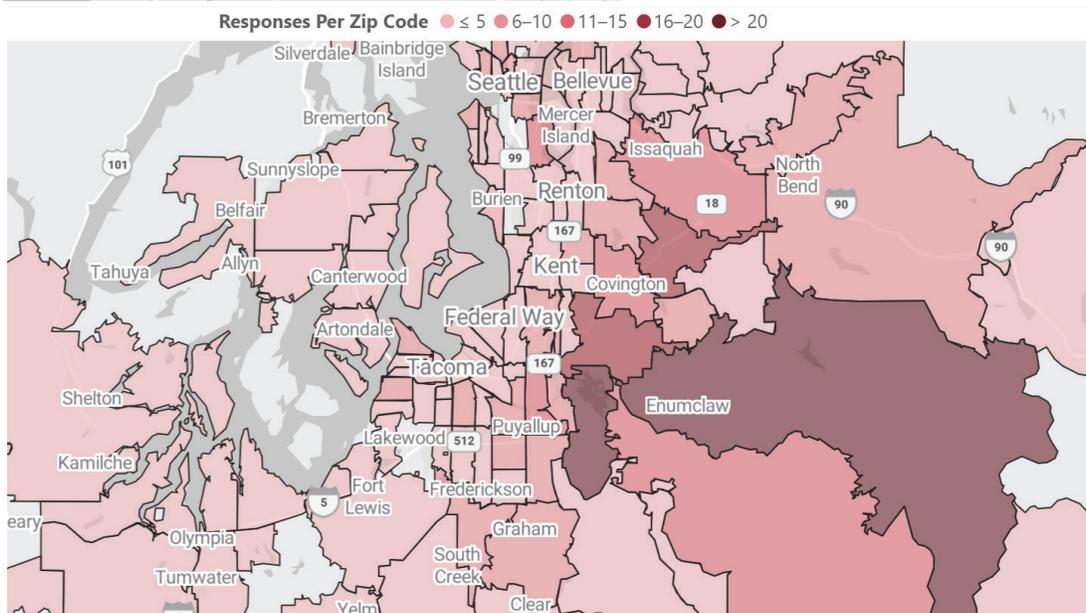
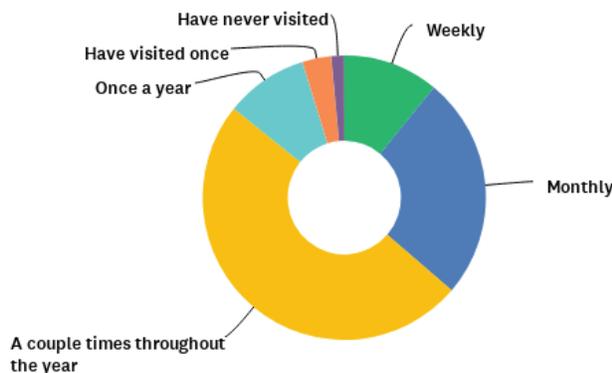


Figure 2 - Responses per zip code in South Puget Sound region

Q2. How often do you visit trails accessed from Highway 410?



Almost half of all respondents (49%) indicated they visit these trails at least a couple of times a year, while over 35% of respondents visit weekly or monthly (Figure 3). Participants who responded that they have never visited received an abbreviated survey, proceeding to question 3 and then to question 21 regarding demographic information. The rest of the participants proceeded to question 4.

Figure 3 - Frequency of visits

Q3. What has prevented you from visiting?

Only 1.5% of participants responded that they had not visited trails accessed from Highway 410. The most frequently cited reason was a lack of knowledge or awareness of the trail system. Other reasons included difficulty with access, distance from their home locations, availability of alternative options, and limited time available.

Q4. Which of the following factors have influenced your decision to visit trails along Highway 410?

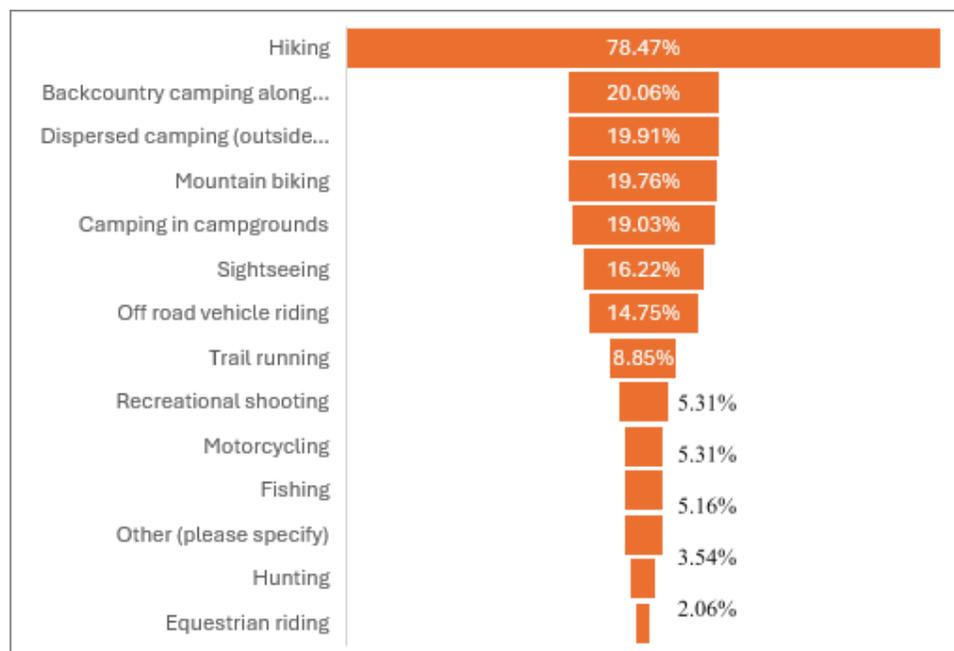
Many participants visit trails along Highway 410 due to the scenic beauty, the qualities of the trails themselves (length of trail and/or difficulty), and/or convenience to their home or work. A belief that the trails are less crowded than other areas was also a leading factor cited and many also indicated that the area holds personal meaning for them. “Other” reasons cited included proximity to recreational cabins, the availability of early season hiking, ability to avoid reservations, timed entry and/or crowds at Mt. Rainier National Park, access to the Pacific Crest Trail, dog-friendly hikes, foraging opportunities, the accessibility of Suntop Lookout, and particular amenities for equestrians, mountain bikes, jeeps, and dirt bikes.



Figure 4- Factors for selecting trails

Q5. Please select your primary recreation activities on Highway 410 trails.

Participants selected activities that they participate in on the Highway 410 trails, with hiking, camping, and mountain biking among the most popular activities (Figure 5). Nearly 15% of survey respondents reported off-road vehicle riding and just over 5% reported riding motorcycles in the area, however several participants



also wrote “dirt biking” as an “other” activity. Despite a relatively high concentration of equestrian trails in the area, the survey did not appear to capture many equestrians (2%). “Other” responses included: photography, nature viewing, skiing, foraging, rockhounding, packrafting, volunteering, snowshoeing, birding, scrambling, gravel biking, tree harvesting, split boarding, cross-country skiing, dirt biking, and hiking with dogs.

Q6. Please share your level of agreement with the following statements applied across the various trails around Highway 410.

The survey asked participants to reflect on a series of statements regarding the quality of trails and their trail experiences in the Highway 410 area (Figure 6). The level of disagreement with each of these statements can be interpreted as an indication of satisfaction with various dimensions of the trail experience.

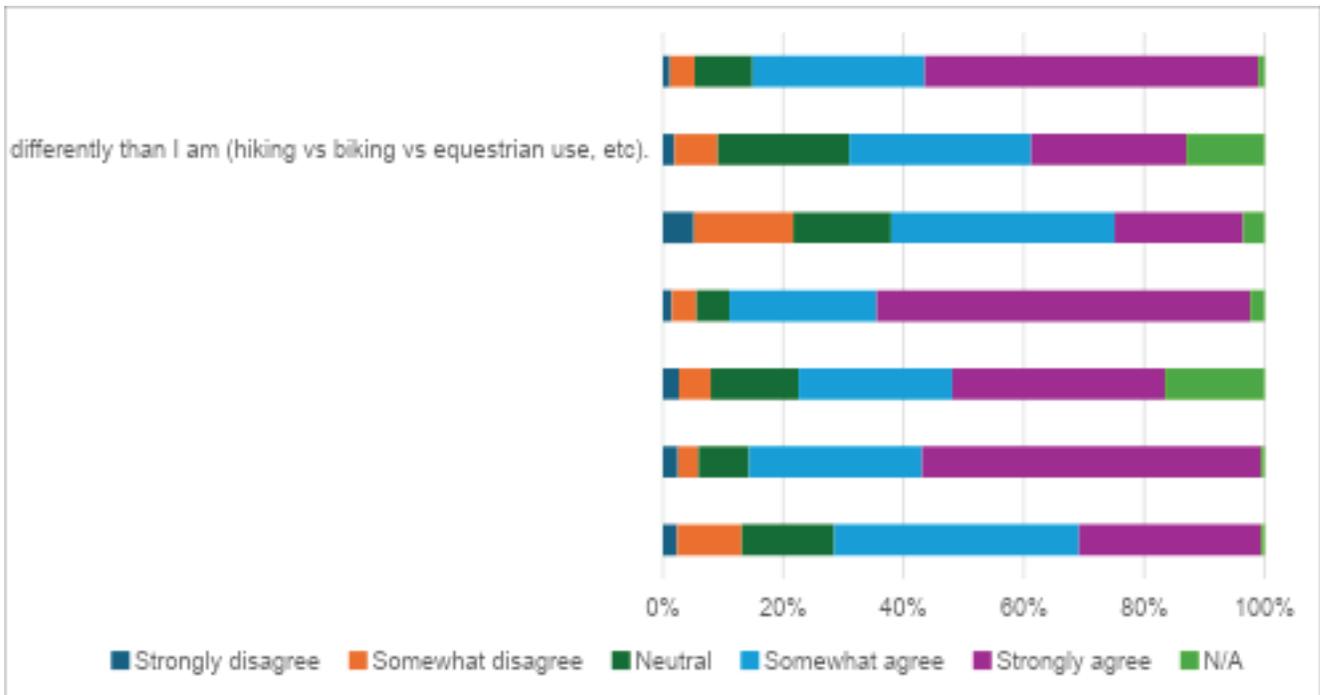


Figure 6 - Agreement with statements about the quality of trails and trail experiences

Statements with a larger proportion of agreement indicate areas where the trail system is performing well. Areas of high satisfaction include:

- 87% of respondents somewhat or strongly agree that they can find trails that challenge them.
- 85% of respondents somewhat or strongly agree that they have a high-quality experience when they use trails in this area.
- 85% of respondents somewhat or strongly agree that they feel safe using trails in this area.

Statements with the least amount of agreement indicate areas that may need additional attention. Areas of lower satisfaction include:

- 22% of respondents somewhat or strongly disagree that Forest Service road conditions allow for adequate access to trails.
- 13% of respondents somewhat or strongly disagree that the trails are well maintained.
- 9% of respondents somewhat or strongly disagree that they have positive experiences when sharing a trail with people recreating differently than I am (hiking vs biking vs equestrian use, etc).

Q7. Are there improvements to the Highway 410 trail system that you would like to see?

This open-ended question generated 364 responses, which have been summarized and grouped by topics below. The top three improvements cited included specific trail maintenance needs, signage for roads, trails, and trailheads and road maintenance.

Trail Maintenance

Overall, respondents would like to see more frequent maintenance of trails throughout the corridor, including proactive cutting of snags along trail corridors and expedited clearing of winter deadfall in spring and summer. Many indicated support for empowering partner organizations to maintain and build trails. Several trails received multiple comments about trail maintenance needs, including:

Dalles River Trail #116.1 – Identified as being in poor condition.

Deep Creek #1196 – The trail is described as “ruined by fire” with damaged tread less than 18” wide in many places and overgrown. Downed trees were reported, with many suggestions to rehabilitate and rebuild the trail.

Divide Trail #1172 – A respondent suggests improving and potentially rerouting sections of the Divide Trail for non-motorized use as it has several steep and loose climbs that are unsustainable and “no fun to hike or pedal.”

Goat Lake Trail #1161 – Response indicated there is a “treacherous spot” on the trail above Goat Lake.

John Muir Discovery Trail #1162 – Identified as being in poor condition.

Lost Lake #1185 – A responses suggests that holes in the trail bridges pose hazards for equestrians on this trail.

Naches Trail #1175 – Several noted erosion of the steep sections of the trail with no features to drain water off the trail, a dusty trail surface, and deep ruts (estimated up to 7’ deep). Trail bridges and puncheon may be in disrepair. Several participants noted that litter and vehicle parts were left along the trail and others noted off-trail travel by UTVs.

Noble Knob #1184 – Noble Knob Trail from Corral Pass maintenance needs were identified, including places the trail is sluffing off and getting dangerous.

Norse Peak #1191 – Trail reroutes out of the parking lot are eroding and there is additional erosion along the ridgeline. On the trail past the ridge the last ½ mile was “sketchy with loose rocks, dirt and side of a cliff.”

Pacific Crest Trail #2000 – Access to the Echo Lake area off of the PCT could be improved (Maggie Creek, Arch Rock Trail, Tin Shack Tie Through, etc.).

Palisades Trail #1198 – One respondent mentioned that they would love to see a bridge placed on the first water crossing on the trail, which is a series of steppingstones, since the rocks are underwater during spring runoff. At the time of the survey, there were sections below the staircase affected by downed trees and a landslide. Several called for a reroute to make the trail more conducive for mountain biking below the falls including eliminating the lower switch backs and stairs, which may pose a hazard to mountain bikers. The upper ridge was cited as needing maintenance as well as much of the trail above the first viewpoint, which may be gullied and rutted out. Visitors also reported blowdowns near top of trail heading toward the shelter and difficult navigation in previously burned sections.

Pyramid Peak Trail #1160 – A biker pleaded to “knock down the whoops and braking chatter bumps” on this trail.

Ranger Creek Trail #1197 – Two major washouts and downed trees were noted. Responses indicate that this trail may need to be rebuilt where it overlaps with the 2017 burn area, particularly the upper part of the trail. One respondent reported, “Many of the classic switchbacks are completely blown out from bike riders who simply can’t ride them. Most of those switchbacks could be rebuilt as modern climbing turns.”

Skookum Flats #1194 – Participants noted sections of washed out trail, downed trees, a general lack of maintenance, and some areas at risk of falling into the river. A participant noted that beyond the waterfall there is a “sketchy sidehill (2.8 miles from Buck Creek)” that made it a dangerous ride.

Suntop Trail #1183 – The lower section of this trail was mentioned several times, particularly below the intersection with FSR7160, where there were water drainage concerns. One respondent indicated that the trail is “overgrown, gullied, and dangerously chewed up.” Other trail obstacles in this section include downed trees and tripping hazard roots.

White River Trail #1199 – A participant indicated that there are approximately 15 trees across the trail around Dry Creek, overlapping with the 2017 burn area. Volunteers from Evergreen Mountain Bike Alliance have been working on logging this trail out for years.

The survey captured recommendations for trails outside of National Forest Lands, as well. Several respondents also indicated a need for major trail maintenance and repairs at Federation Forest State Park, including a desire to revitalize the loop trail that included the trail on the north side of SR 410. Many respondents also mentioned the need for trail maintenance on many of the trails accessed on the Okanogan-Wenatchee National Forest, on the eastern side of Chinook Pass along SR 410.

Road Maintenance

The condition of Forest Service roads in the area is commonly cited as a concern, particularly for those with passenger vehicles or towing trailers. Many respondents identify specific roads they would like to see improved (in order of frequency of mention):

1. FSR 7174 accessing Corral Pass
2. FSR 7250 in regards to accessing Noble Knob
3. FSR 73 in regards to access to the Lake Eleanor Trail
4. FSR 7315 to Suntop

Several roads were called out for being difficult to access with horse trailers including the last three miles of FSR 70 to Government Meadows and FSR 7160 to Ranger Creek. Some survey respondents indicated confusion about road gates and indicated interest in understanding how to gain access to gated roads.

A couple of responses indicate support for permanently closing the road to Corral Pass (FSR 7174) citing opportunities for solitude in Norse Peak Wilderness and another person suggests the road could instead provide opportunities for equestrians, e-bikers, and mountain bikers.

Signage

Signage was a common theme among responses, with many complaints about the lack of signage on forest roads and at trailheads. Several participants noted the challenge this poses to navigation and safety, particularly because they did not have cell service in this area. In addition to marking trailhead locations, some would also like additional information about Leave No Trace or Tread Lightly principles, guidance for proper parking etiquette, and locations of

toilets. Several mentioned the need for better information on mixed use trails to educate trail users about sharing trails and to inform hikers that motorized and/or mountain bike uses are legitimate. The new sign at Corral Pass for the Rainier View trail was noted as listing the mileage at .05 mile when the respondent found the actual distance is 1.5 miles.

Many also mentioned a desire for signage at trail junctions, with several trails getting specific mentions: on the Divide Ridge trail going westbound, the north side of Skookum Falls trail, the trails between Crystal Ski Area and the Pacific Crest Trail, Kelly Butte, and on Suntop Trail.

Restrooms

A frequent complaint is the lack of restrooms at trailheads throughout the corridor. Specific areas mentioned included the Crystal Lakes and Lake Elleanor Trailheads. Repair needs are cited for the Skookum Falls trailhead on FSR 73. Results indicate a desire for more frequent maintenance at Chinook Pass toilets as well as east-side trailheads for Sheep Lake and Naches Trails. One respondent indicated that the lack of restrooms affected which trails they decide to use.

Trail Development

Many participants indicated a desire for additional trails to help distribute visitation, reduce user conflicts by developing dedicated trails for specific user types, create opportunities for a wider variety of skill levels, and establish additional loops and linkages to allow for longer trail experiences. FSR 70 was identified as an area with lots of potential for trail development. Additions to the network of singletrack dirt bike trails as well as opportunities for additional high clearance 4x4 trails were requested, particularly to offset lost access from the currently closed Evans Creek OHV area. Other suggestions for motorized routes include singletrack connections to the Naches Trail and potential connections to Elbe Hills OHV area. Mountain bike riders requested better climbing trails, more beginner trails, interconnected trails that don't require linking routes on the shoulder of Highway 410, and more stacked loop options.

Several participants pondered opportunities for trail development beyond the washed-out West Fork White River Road (FSR 74) road. Rebuilding a bridge across the West Fork White River could provide restore access to a substantial trail network accessing Martin Gap, Frog Mountain, and the Clearwater Wilderness. An additional suggestion was to develop more hiking connections to the northeastern region of Mt. Rainier National Park.

Camping

Several comments reflected a desire for additional developed campgrounds and group style camps, as well as a wish to restore camping at Corral Pass.

Restoring Lost Connections to Roads and Trails

Many survey participants wished for restoration of access to areas where road and/or trail access has diminished over the years. Participants wished to access areas beyond the West Fork White River Bridge on FSR 74, which was destroyed in the 2006 floods, including Martin Gap, Frog Mountain, and the Clearwater Wilderness trails. Connectivity between Corral Pass and the Pacific Crest Trail, restoration of motorized access to the Christoff Trail, and additional access to Noble Knob were also mentioned as areas for improvement. Another user mentioned the missing suspension bridge near Skookum Flats as a critical link in trail connectivity. Aside from areas within the Highway 410 corridor, several mentioned the compounding loss of access via the Fairfax Bridge to areas such as Evans Creek OHV area, the Carbon River corridor, and the Clearwater Wilderness trail network.

Litter and dumping

The presence of litter and dumping was cited multiple times, particularly along FSR 70.

Target Shooting

Noise and safety complaints about target shooting were frequently mentioned, with solutions proposed such as increased enforcement, development of new sanctioned shooting areas, and even outright prohibition of target shooting. Areas that were frequently mentioned were the FSR 70 corridor and FSR 72.

User conflicts

Several user conflicts were noted by respondents with the following themes:

- Safety concerns regarding the speed of mountain bikers on shared use trails and the potential for collisions with hikers or trail runners.
- Interpersonal conflicts between hikers and motorized users were noted in instances where hikers were not aware that motorized uses are legitimate and allowed, particularly on the Suntop Trail.
- Calls for dedicated use trails for mountain bikes and dirt bikes to reduce conflicts and improve experiences for those users.

Parking

Parking issues noted were a lack of formal parking lots at popular trailheads (vs. informal pullouts), a need for better parking areas for trailers at trails serving motorized users and equestrians, safety concerns with roadside parking, and crowded and chaotic parking at Chinook Pass during peak season weekends.

Q8. Have you visited a trail along Highway 410 in the past 6 months?

82% of respondents had visited a trail along SR 410 within the past 6 months. Participants who answered yes to this question proceeded to questions 9-20 regarding their most recent trail visit. Participants who answered no to this question proceeded to demographic questions.

Q9. When was your most recent visit to a Highway 410 trail?

The majority of respondents who reported visiting trails along Highway 410 in the past 6 months indicated that they visited between early July and late August 2025 (Figure 7).

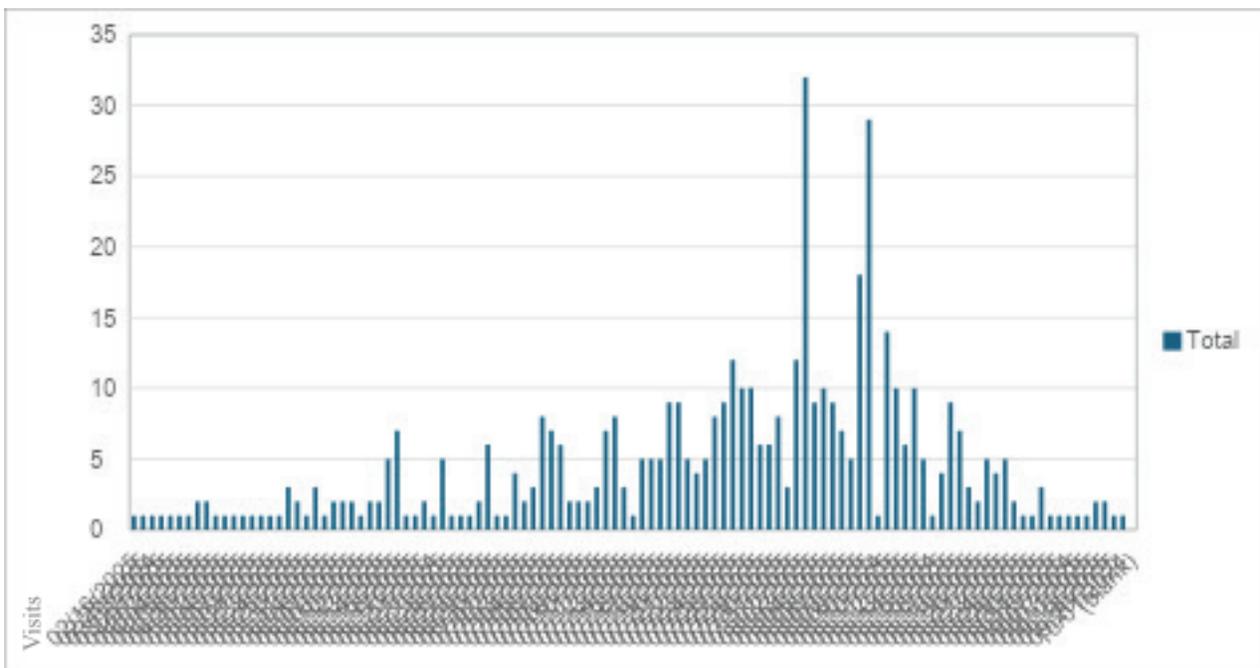
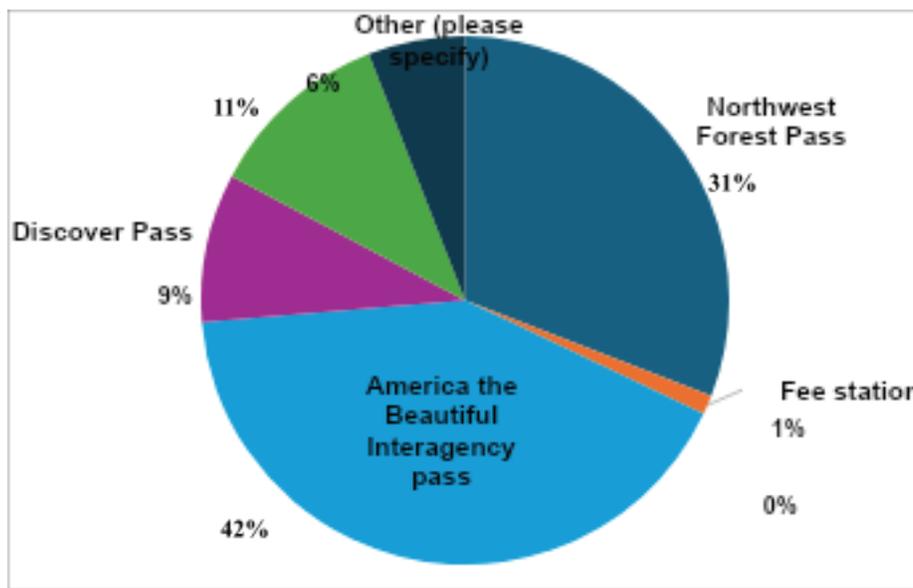


Figure 7 - Dates of trail visits by survey participants

Q10. How did you pay for this visit?

73% of trail visitors utilized a federal lands pass, either a Northwest Forest Pass or America the Beautiful Interagency pass, for parking at trailheads (Figure 8). “Other” responses indicated that some of the respondents parked at fee-free sites or parked outside of fee areas along roadways, could walk from their cabins or campsites, were dropped off at trailheads, utilized senior passes or tribal cards, or flew into the Ranger Creek airstrip.



Q11. What trail did you recreate on during your most recent visit?

Participants were given a list of 23 trails in the Highway 410 corridor and were asked to select the “other” option if they visited multiple trails their last visit. The top ten trails visited include:

1. Naches Trail (18%)
2. Suntop Trail (8%)
3. Greenwater Lakes (8%)
4. Noble Knob (7%)
5. Palisades Trail (7%)
6. Skookum Flats / Falls (6%)
7. Grand Park/ Lake Eleanor (6%)
8. Kelly Butte (3%)
9. Norse Peak (3%)
10. Snoqera Falls (3%)

Q12. Why did you choose this trail on your most recent visit?

Participants selected all that apply from a list of common reasons why they may have selected a given trail during their last visit (Figure 9). Consistent with themes regarding factors influencing their decision to visit Highway 410 (Question 4), participants indicated that proximity and ease of access, qualities of trails themselves (difficulty and/or

length), and scenic beauty were leading reasons.

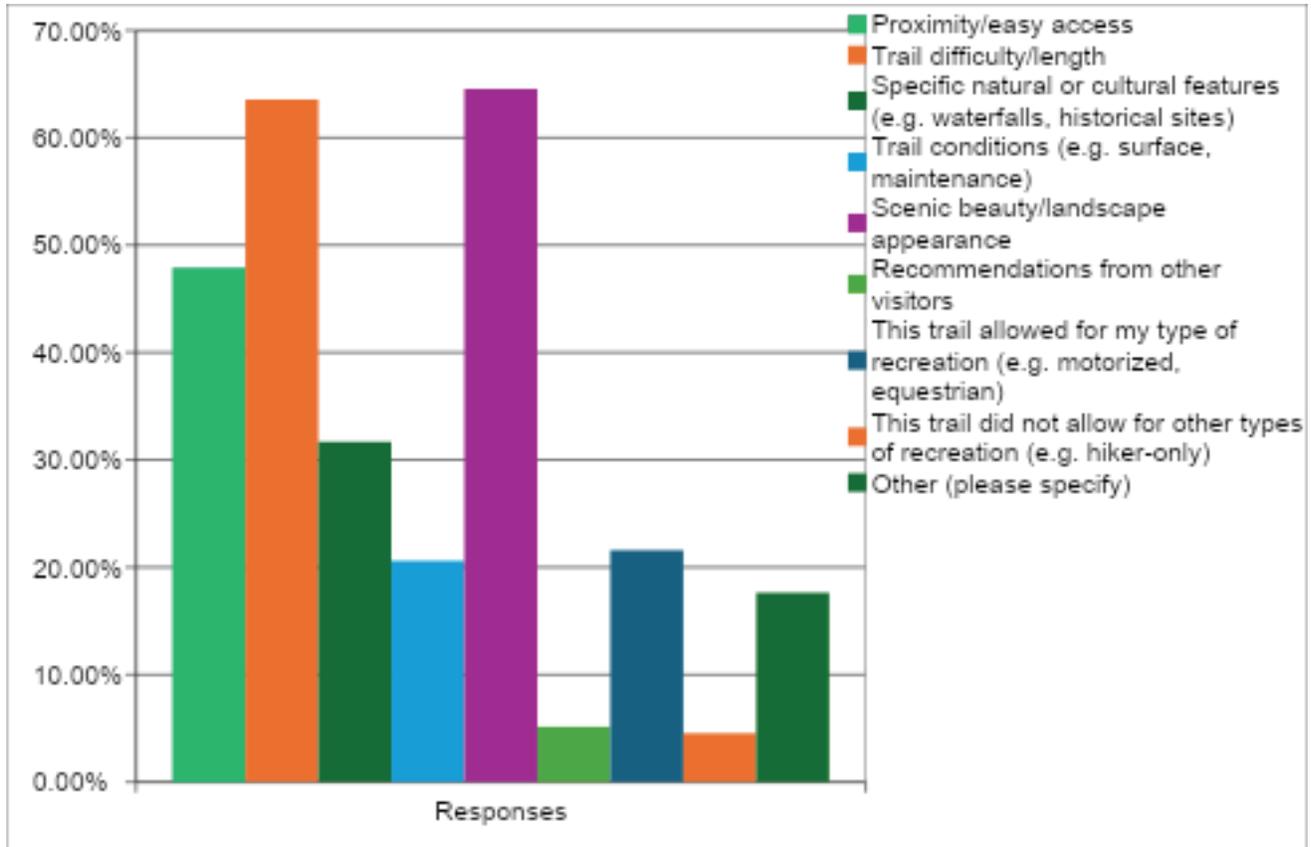


Figure 9 - Reasons for selecting trails

Among “other” reasons cited, respondents commonly listed the following factors:

- Ability to bring their dogs on the trail
- Kid or family-friendly trails
- Alternative access to Mt. Rainier National Park without timed entry
- Access to the Pacific Crest Trail
- Expectations of solitude or lack of crowds

Q13. How did you learn about this trail?

The Washington Trails Association website and word of mouth/personal recommendations were the leading sources of information about trails in the area (Figure 10). Other commonly cited sources of information included maps, Trailforks, Gaia, onX, guidebooks, hiking groups, Backcountry Horsemen, Evergreen Mountain Bike Alliance, Pacific Northwest 4-Wheel Drive Association, and local exploration.

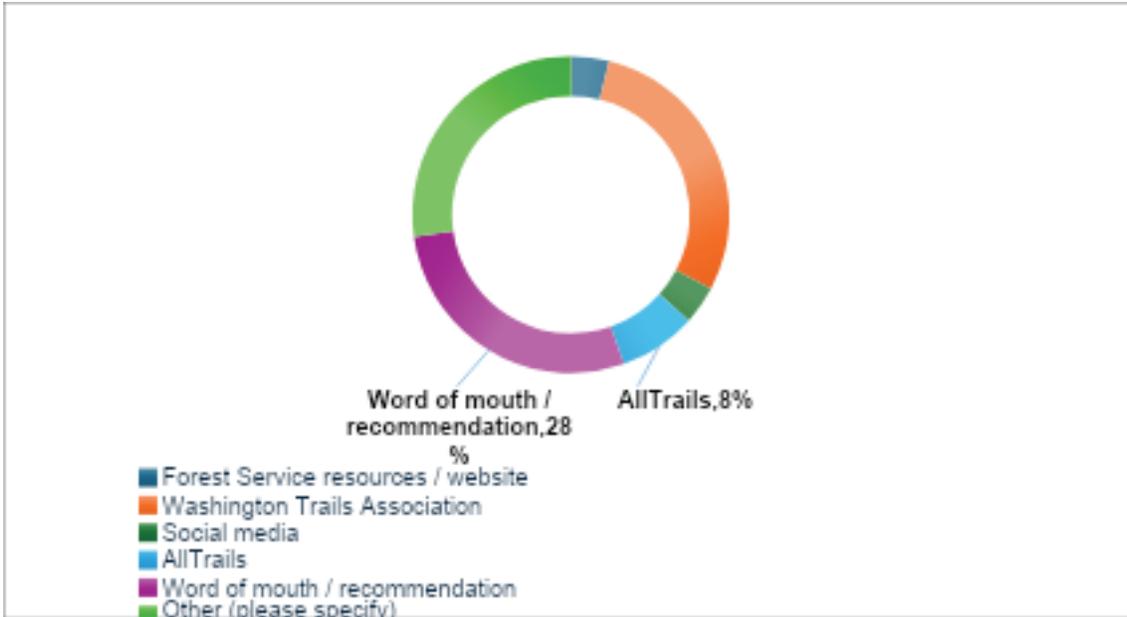


Figure 10 - Sources of trail information

Q14. Please rate your satisfaction with the following conditions of your most recent trail experience.

Participants were asked about their level of satisfaction with trail amenities and their trail experience (Figure 11). Overall satisfaction was high, with 91% of participants reporting they were satisfied or very satisfied with their overall experience. Visitors were also largely satisfied with trail conditions and the number of visitors they encountered on trails. Areas of greater dissatisfaction included directional signage to locate trails, road conditions, and the presence of litter.

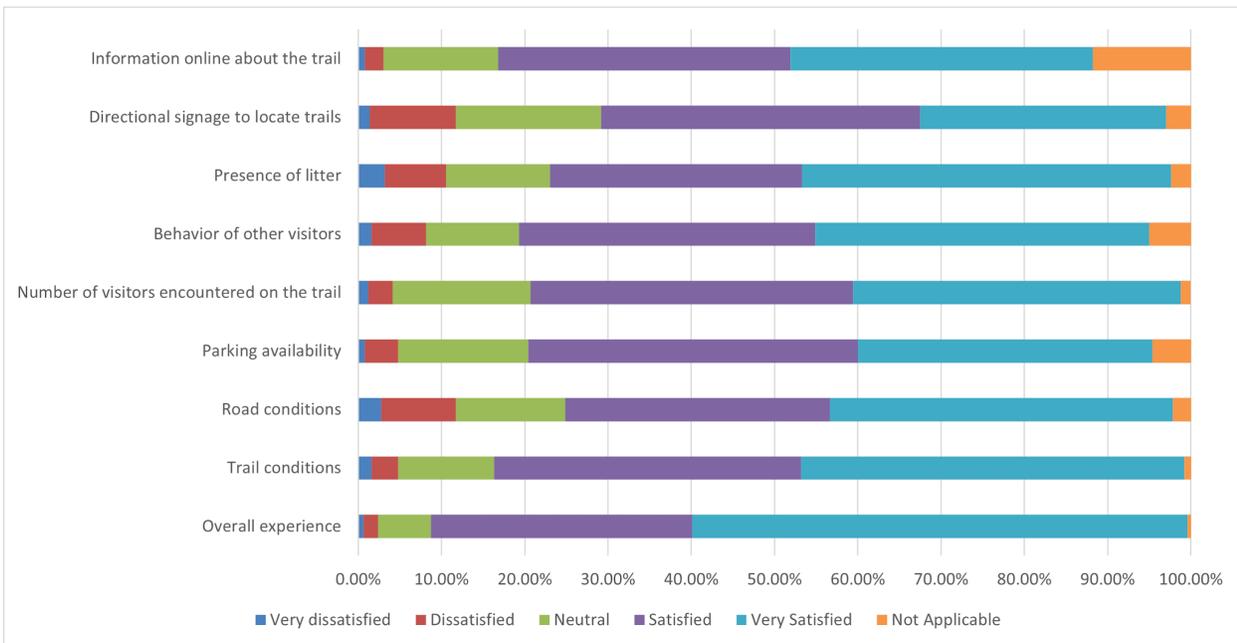


Figure 11 - Level of satisfaction

Q15. What did you like most about your recent trail visit?

Respondents who replied to this open-ended prompt frequently cited the following factors:

- Lack of crowds on trails
- Wildlife sightings – including elk, bear, and mountain goats
- Scenic views, particularly of Mt. Rainier
- Wildflower observations
- Historical values of trails
- Ability to link up long rides for mountain bikers
- Quality of trail conditions and trail design features
- Personal significance of the trails

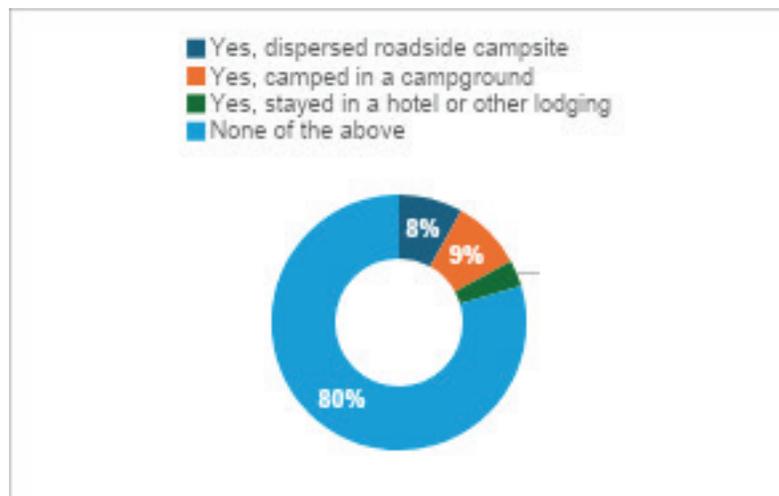
Q16. What did you dislike most about your recent trail visit?

Respondents who replied to this open-ended prompt cited the following factors:

- Vault toilet conditions or lack of toilets
- Litter and trash in toilets, parking lots, campsites, and along roads
- Forest road conditions – particularly potholes and brush
- Trail conditions – brush, downed logs, dust, and sloughing tread
- Blowdowns and trail damage in previously burned areas
- Crowded trails
- Lack of parking
- Bridges in need of repair
- Incorrect or missing signage – including road, trailhead, and trail junction signs
- Confusion about private property signage
- Meadow trampling and off-trail use by both hikers and motorized users
- Sounds of target shooting
- Sounds of quads on forest roads
- Visitor behavior – lack of etiquette and adherence to low impact principles
- Off leash dogs
- Unattended fires
- Some visitors disliked sharing trails with mountain bikes, dirt bikes, or trail runners
- Weather conditions and/or bugs

Q17. Did you stay overnight anywhere along the Highway 410 before or after your destination?

20% of respondents reported staying overnight before or after their trail experiences on Highway 410, with most of those participants indicating they stayed overnight in dispersed campsites or established campgrounds (Figure 12).



Q18. Did you stop anywhere along the Highway 410 before or after your destination?

64% of respondents indicated that they made a stop before or after their trail destination.

Q19. Please select all stops you made before or after your journey to your trail destination.

Most participants who made stops before and/or after their trail visits reported purchasing fuel, food, and/or beverages along the way (Figure 13). Other commonly cited reasons for stops include restrooms, ice cream, snacks, and electrical vehicle charging.

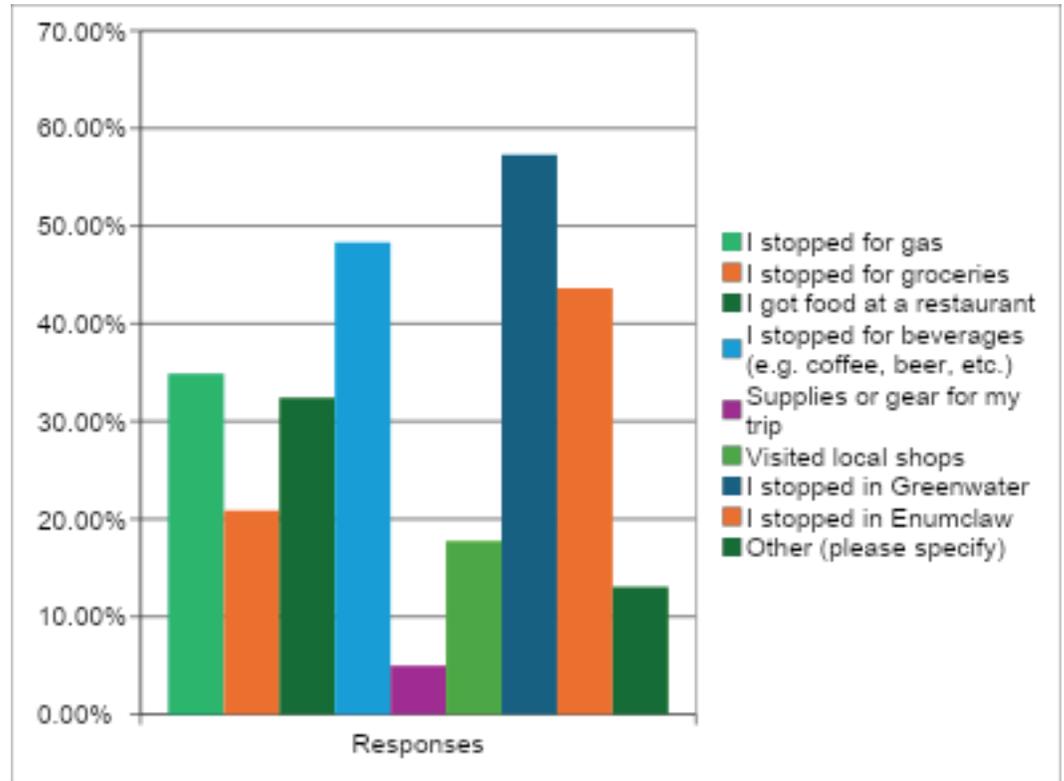
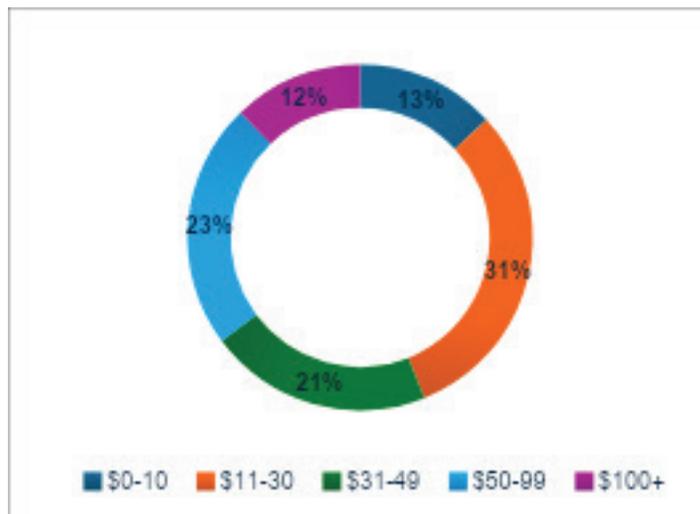


Figure - Reported expenses

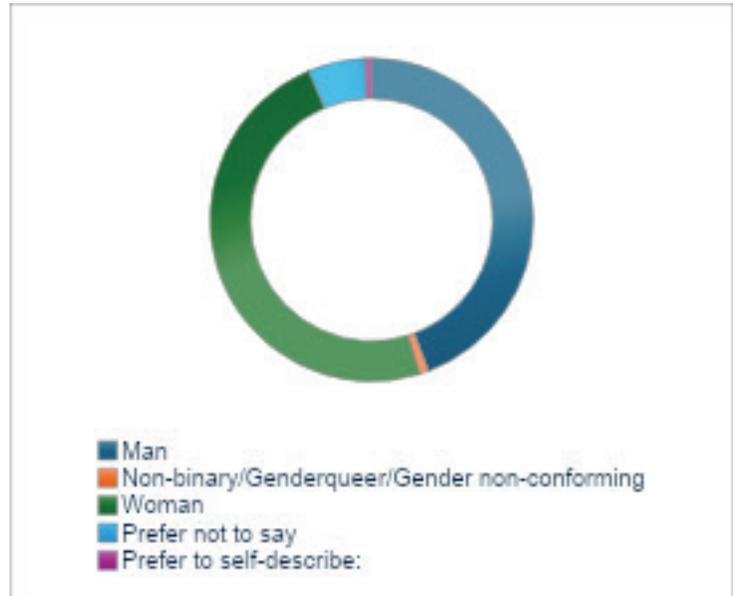
Q20. Approximately how much money did you spend during the stops to or from your trail destination?

Most participants spent less than \$50 during stops before or after their trail visits (Figure 14).



Q21. Gender Identity

Most participants identified as female (48%) or male (44%), with a notable portion (6%) of participants that preferred not to state a gender (Figure 15).



Q22. Race

Most participants identified as white (83%), Asian (4%), or American Indian or Alaska Native (2%), with a sizeable portion of respondents preferring not to state a race (Figure 16). For comparison, in the 2024 only 77% of the Washington State population was white (Figure 17).¹

¹ Source:
<https://ofm.wa.gov/washington-data-research/statewide-data/washington-trends/population-changes/population-race>

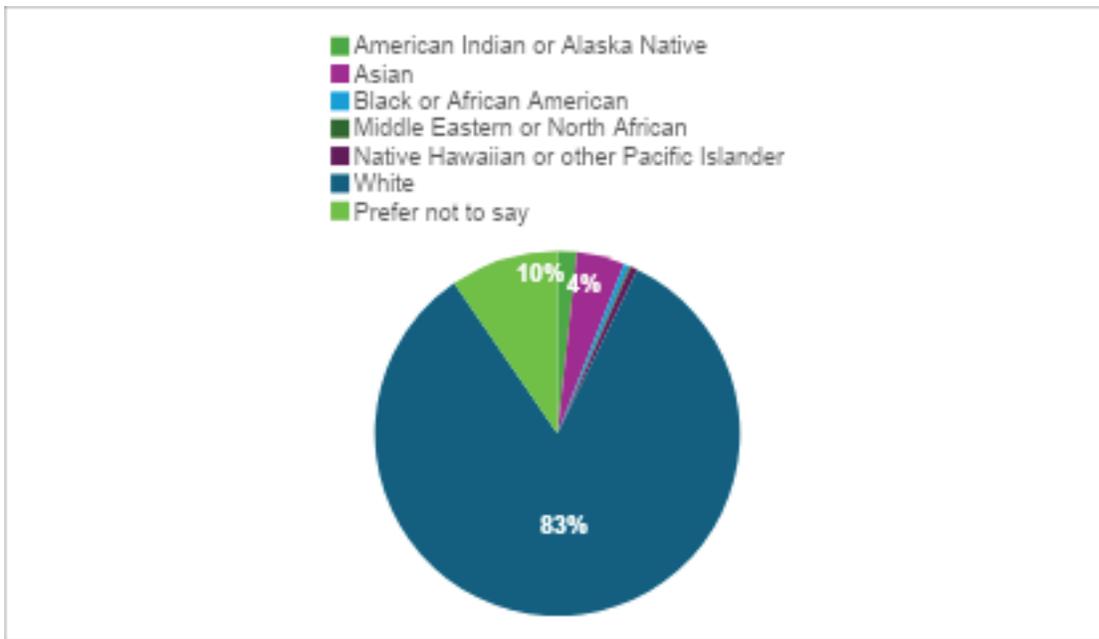


Figure 16 - Racial identify of participants

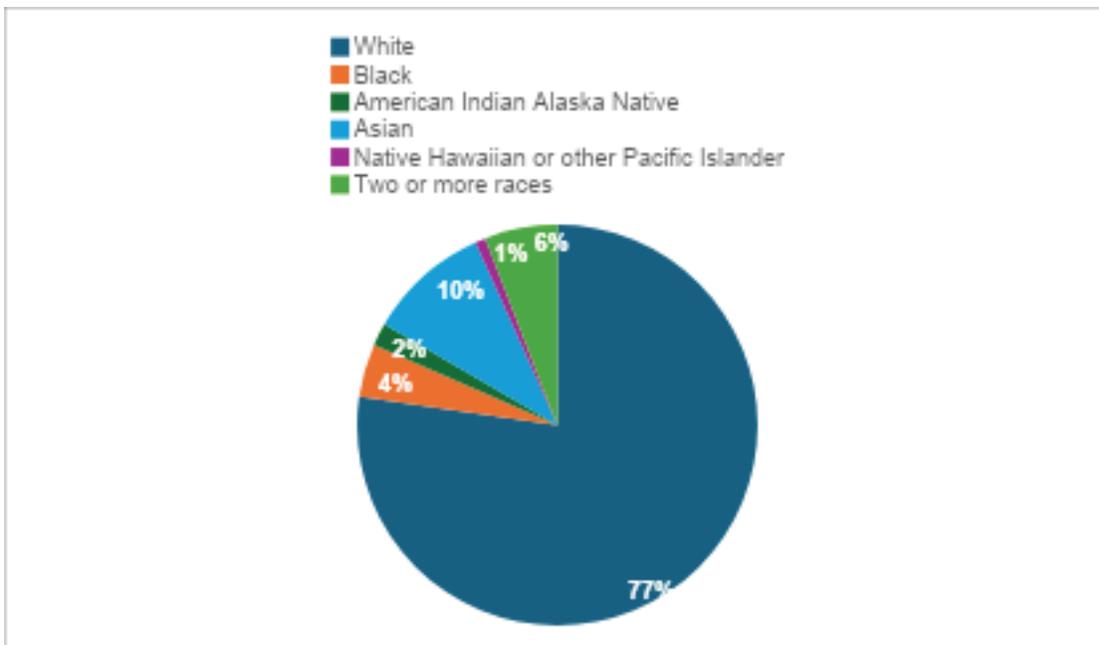
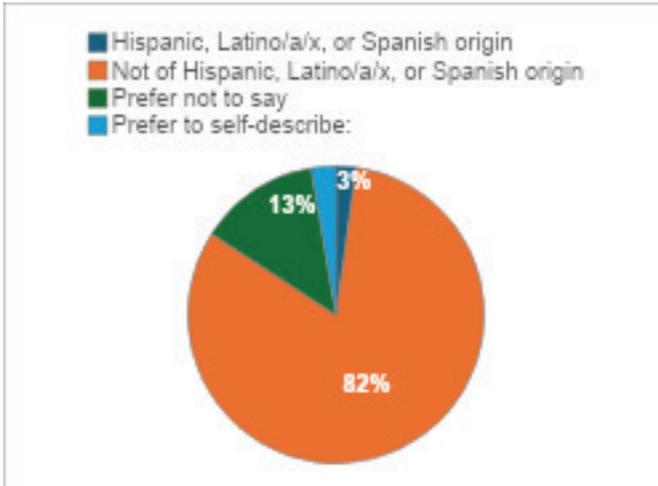


Figure 17 - Washington state population by race (2024)

Q23. Ethnicity



Most participants identified as not of Hispanic, Latino/a/x, or Spanish origin (82%), with 13% preferring not to say and an additional 3% preferring to self-describe (Figure 18). For comparison, in 2024 the portion of the Washington State population estimated to be of Hispanic, Latino/a/x, or Spanish origin was 14.2%.²

Figure 18 - Ethnicity of participants

Q24. Age

90% of participants reported being over 34 years old. This sample of trail visitors is significantly older than the general composition of Washington State, where only 55% of the state population is over 35 years old according to the 2020 Census.³

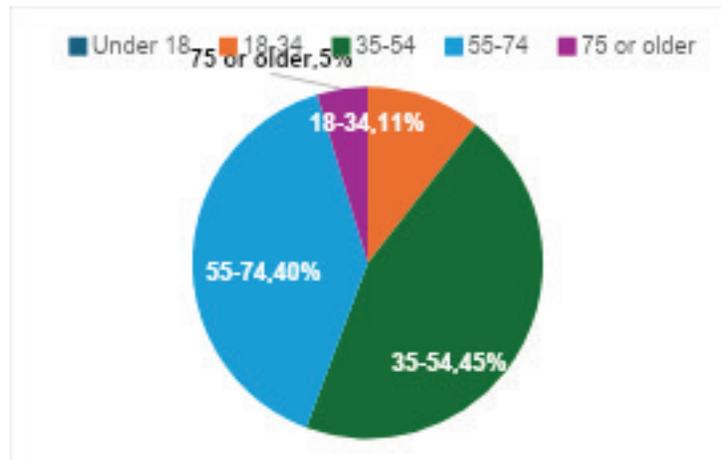


Figure 19 - Age of participants

² Source:

<https://ofm.wa.gov/washington-data-research/statewide-data/washington-trends/population-changes/population-hispaniclatino-origin>

³ Source:

<https://ofm.wa.gov/washington-data-research/statewide-data/washington-trends/population-changes/distribution-washington-population-age-and-gender>

Appendix D

Trail No	Trail Name	Length (Miles)	Wilderness Miles	Trail Class	Designed Use	Horse	Bicycle	Motorcycle	OHV/ATV	Wheelchair	2025 Condition Assessment Priority	Condition Information from 2024/25?	Deferred maintenance needs	Capital improvement needs
1187	Arch Rock	3.1	3.1	2	Horse	x					Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1172.1	Bone Lake	1		2	Horse	x	x	x			Medium	No	<input type="checkbox"/>	<input type="checkbox"/>
1169	Buck Creek	0.5		3	Hike		x				Low	No	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1156	Bullion Basin	2.5		3	Horse	x					Technical Evaluation	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1188	Castle Mountain	1	1	2	Horse	x					Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1171	Christoff	3.3		3	Horse	x	x	x			High	No	<input type="checkbox"/>	<input type="checkbox"/>
1195	Colqhoun Peak	0.5		2	Motorcycle	x	x	x			Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1164	Crystal Ridge	3.5		3	Horse	x					Low	No	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1173	Dalles Ridge	1.8		3	Horse	x	x				Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1162.1	Dalles River Tr	0.8		3	Hike	x	x				Low	Yes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1196	Deep Creek	4		2	Horse	x	x				Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1172	Divide	8.5		3	Horse	x	x	x			High	No	<input type="checkbox"/>	<input type="checkbox"/>
1174	Doe Falls	0.5		3	Hike						High	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1188	Engineers Meadows	3.5	3.5	1							Low	No	<input type="checkbox"/>	<input type="checkbox"/>
1184.1	George Lake	0.3		3	Hike						Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1189	Goat Falls	0.5		3	Hike						Technical Evaluation	Yes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1161	Goat Lake	2.5		3	Horse		?	x			Technical Evaluation	No	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1170	Grass Mtn	6		3	Horse	x	x	x			Medium	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1176	Greenwater Lakes	11.9	9.4	3	Horse	x					Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1191	Half Camp	0.8		3	Horse	x					Technical Evaluation	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1193	Henskin Lake	0.7		2	Horse	x					Medium	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1182	Huckleberry Creek	1		3	Hike						Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1162	John Muir Discovery	0.8		5	Hik				x		Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1031	Kelly Butte LO	1.7						x	x		Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
Non-System	Lake Eleanor/Grand f	0.9									High	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1211	Lonesome Lake	0.8						x	x		Low	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1185	Lost Lake	5.1	5.1	3	Horse	x					Low	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1186	Maggie Creek	5	5	3	Horse	x					Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1168	Moss Lake Nature Tr	0.8		3	Hike				x		Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1175	Naches Pass West	5		3	Hike	x	x	x			Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1175	Naches Pass West	0.7		3	Motorcycle			x	x		Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1184	Noble Knob	5		3	Horse	x	x				Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1184	Noble Knob	2.9		3	Horse	x	x				Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>

Trail No	Trail Name	Length (Miles)	Wilderness Miles	Trail Class	Designed Use	Horse	Bicycle	Motorcycle	OHV/ATV	Wheelchair	2025 Condition Assessment Priority	Condition Information from 2024/25?	Deferred maintenance needs	Capital improvement needs
1191	Norse Peak	5.2	0.4	3	Horse	x					Medium	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1191.1	Norse Peak View	0.7		3	Horse	x					Medium	No	<input type="checkbox"/>	<input type="checkbox"/>
1163	Northway/ Crystal Mtn	9.1		3	Horse	x	x				High	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1198	Palisades	6.6		2	Hike		x				Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2000	PCNST	33.7	12.8	3	Horse	x					Low	No	<input type="checkbox"/>	<input type="checkbox"/>
1160	Pyramid Peak	0.7		2	Horse	x					High	No	<input type="checkbox"/>	<input type="checkbox"/>
1155	Rainier View	2.2	1.7	3	Horse	x					Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1197	Ranger Creek	5.8		2	Horse	x	x				Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1192	Silver Creek	2.1		2	Horse	x	x				High	No	<input type="checkbox"/>	<input type="checkbox"/>
7184	Silver Springs	1		3	Hike						Low	No	<input type="checkbox"/>	<input type="checkbox"/>
1194	Skookum Flats	8.2		3	Bike		x				Low	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1194.1	Skookum Tie to Camp	0.6		3	Hike						Low	No	<input type="checkbox"/>	<input type="checkbox"/>
1167	Snoquera Falls	2.4		4	Hike						Low	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1183	Suntop	8.3		3	Horse	x	x	x			Technical Evaluation	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1165	Tin Shack Tie Through	4.5	4.5	3	Horse	x					Low	No	<input type="checkbox"/>	<input type="checkbox"/>
1199	White River (Palisade 4)			2	Horse	x	x				High	Yes	<input type="checkbox"/>	<input type="checkbox"/>
1199	White River (Ranger 13.1)			2	Bike	x	x				High	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Federation Forest State Park										Medium	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix E

Snoquera Trails Collaborative Meeting Notes

Enumclaw Public Library, 10/3/2025

Present: Jim Lee, John Hearing, Eddie Espinosa, Kathy Young, Cameron Schmidt, Elizabeth Mackey, Sarah Lange, Cassidy Giampetro, Bella McLaws, Tim O'Brien, Mark Toenyan

Meeting intent: Map-based dialogue about areas where access has been lost, identification of gaps and opportunities for connections, and user conflicts on trails.

Brian McNeil, Snoqualmie District Ranger, shared with John that from his perspective a successful outcome from this process would be identification of the five areas of highest use, five areas with the most complaints, and five long-term projects that could be advanced to improve trails.

User-specific perspectives on trail needs & opportunities

Mark would like to see additional miles of dirt bike trails. A good ride is 40-50 mi on average. He sees a lot of use on trails that are open to dirt bikes, accelerating the need for maintenance. He would like to disperse use to lessen impact. Brushing and logout is easier than maintaining tread, if trails were less concentrated it would lighten impacts to tread if less concentrated.

Per Tim, mountain bikers are similar, with 50 mi considered a minimum day trip for a long ride, might do 80-100 mi on a weekend. Electric assist, where allowed, can change that a bit. Need connectivity to make this possible. Auburn, Enumclaw, & East Pierce Co. are missing connectivity to the 410. Fairfax bridge is gone. There are trails that start from Enumclaw and go to the 410 but there is no permission for access. He is advocating for a dialogue with Muckleshoot. The Weyerhaeuser Mainline or Grass Mountain/Divide Ridge could provide additional access.

Regarding the need for trails with a “designed use” for mountain bikes. Eddie’s perspective is that while EMBA would like to see additional mountain bike trails, they would prefer to keep the same character of trails as currently exists (single track vs. machine built flow trails with berms). There could be opportunities to adjust some elements of existing trails to make them safer and a better experience for bikers without radically changing them.

Equestrian access – most people are going to ride out of Sand Flats, most people are in day trips, 20 mi loops. Up Norse Peak and Crystal Mountain. No gaps but main concern is tread width, trails are narrowing and sloughing.

Trail-specific discussion

Divide Trail – Muckleshoot Tribe has worked on pieces of the Christoff/Divide Trail with youth crew. FSR 7125 signage accessing TH says no trespassing but is not correct. It would be good from the dirt bike perspective to extend the trail east to connect to Naches Trail (could potentially road ride but current OHV rules make this illegal for most). Tim had a suggestion to establish a trail parallel but out of sight of road to minimize environmental concerns (assumption that this is already an impacted area and it may be easier to justify).

Grass Mountain Trail – There is not currently legal access on Grass Mountain Trail – riding on Muckleshoot Land, no permits available, it’s been “under review” with Muckleshoot for approximately a year. Restoration of access would help with connectivity. The trail needs serious maintenance.

Suntop Trail – The upper trail is an “accident waiting to happen” – last mile is gullied & multi-use. Need to separate family traffic from mountain and dirt bikes (downhill riders going too fast). The trail has berms up to 2’ high. This is less of a priority for Cameron than other trails, he doesn’t think it needs to be rerouted – tread width could be improved, and switchbacks could be fixed. Eddie suggested a down hill route specific for mountain and dirt bikes to keep them separate from pedestrians. Evergreen & NMA could partner on lower Suntop, there is LRT funds. Mini excavator could also be useful on the upper trail.

Palisades Trail – built as a hiking trail, not designed for bikers and horses. Provides a 12 mi loop, too steep for bikes, a lot of carrying. Proposal from Evergreen to reroute the lower part for bikers further north.

Goat Lake – not rideable, needs reroute to get out of landslide zone

PCT connector conditions:

- **Castle Mountain** – old trail not restored since the fire, its gone, provides Corral Pass and Govt Meadows access. Internal priority, has a better grade than Maggie Creek.
- **Maggie Creek** – this trail has been worked on and is back in good shape
- **Tin Shack Tie Through** – this trail is effectively gone due to high intensity burn
- **Arch Rock** – needs significant work, planned for next year, lots of blowdown
- **Naches Trail** – very popular, also lots of complaints about conditions and access. NEPA for the new trailhead is complete, new trailhead and connector trail that was planned in Snoquera decision would provide better trailer parking and solve the problem of unplated/not street legal vehicles having to drive on forest roads. We are unsure about status for implementation and if funding is available. There are no toilets between Pyramid and Govt Meadows trailheads.

Crystal Ridge Trail (also known as Northway) – better than nothing for mountain bikes but gets rutted out, there is not a trailhead, requires a 5 mi ride down the road. This is also a problem area for equestrians.

Federation Forest State Park – The trail system hasn't had any maintenance on the north side, there are many blowdowns and it is a nice place for salmon encounters and used to be very family friendly. This was discussed as a good opportunity for saw training.

Connections & Gaps

Connection opportunities from Mud Mountain to Federation Forest via Weyerhaeuser Mainline - BCH has an arrangement with the Army Corps to get keys to the mainline road, for stock use only.

Access to Clearwater Wilderness across the West Fork White River– There are two issues to address here: maintaining nonmotorized access along the 74 road prism and restoring some sort of bridge access across the West Fork White River.

Horses can ford at low water but very limited access for other users. A suspension bridge at Little Gap was estimated to cost somewhere around \$10M. Ideas for toll bridges or cable cars were discussed. Meanwhile the 74 road is falling into the river and would not be sustainable to maintain. Trout Unlimited, South Sound Salmon Partnership, and others have been seeking funding to remove the 74 road – could be a potential road to trail project SRF Board. Muckleshoot Tribe is also interested in maintaining access to this area & may be installing a bridge but access would not be public (need to double check where this bridge location would be).

Crystal Mountain – terrain is really rough, need trails that provide a manageable route for both bikers and hikers to get up the mountain.

Weyerhaeuser Mainline Road – could public access to this road provide connectivity & loop opportunities for horse, mountain bike, and motorized trails?

Pacific Crest Trail - restoration of some of the connecting trails will restore loop opportunities.

Appendix F

Outdoor Recreation Economy in Snoquera – Business and Tourism Stakeholder Meeting

The Expo Center in Enumclaw

October 21, 2025 11am-2pm

Attendees: Alina Hibbs (City of Enumclaw Parks and Recreation), Allie Tripp (Washington Trails Association), Anthony Wright (Enumclaw Mayor Elect), Cassidy Giampetro (Washington Trails Association), Christy Pelland (Crystal Mountain), Dee Patterson (LOGE/Crystal Hotels), Kerry Solmons (Enumclaw Chamber of Commerce), Linnea Hansen (Crystal Mountain), Meilee Anderson (Visit Rainier), Peter Dale (Crystal Mountain), Rene Popke (Enumclaw Expo Center; King County Fair)

The meeting started with attendee introductions, which included learning more about the organizations and programming each attendee represented.

Getting to know the Snoquera outdoor recreation economy

Attendees were asked to share their insights about what customers they're seeing participate in the outdoor recreation economy, what they've noticed about this type of visitation, and to reflect on any changes, challenges, or concerns within this subject.

- AW: In the last 5 years, there has been an uptick in the offroad 4x4 clubs coming up, meeting at Safeway and going to do their thing. More morning ski and hiking traffic; less traffic coming back into Enumclaw to stop for a pint or dinner.
 - Post-Covid everyone was trying to get outside. How do people get to their destination; what is their shuttle service situation? Can Enumclaw offer some kind of shuttle service? On the flip side, this could create parking issues.
 - Enumclaw should be a gateway for outdoor recreation
 - Government is great at policy, we're not experts in marketing
- PD:
 - Anecdotal support of Anthony: Lots of traffic bypasses Enumclaw in the afternoons (pickle factory northbound lane can back up)
 - Since timed entry was implemented: dramatic increase 5:30-6:30am even on weekdays, going up 410
 - Biggest visitor change in the last 5 years is dramatic increase in folks who are looking for easy, approachable hikes for beginners
 - Classic National Park visitors looking for entry-level trail experience; we don't have a lot of in the 410 corridor – and don't have any at Crystal Mountain
 - Could be the same people in the park (or could be people in the park that same day)
 - Silver Creek Trail at Crystal: Unlimited parking, no pass needed, get above the tree line fast, well maintained
 - Dog friendly makes a difference - PCT reverse direction
 - The Greenwater Fire Department is the de facto SAR in the area, and they are reporting motor accidents and an increase in call volumes year over year for MVA and SAR

- MA: Growing canyon between folks who want easy beginner experience and then experienced hikers that want something rugged and challenging, the gap is widening – doesn't feel like you get a lot of the middle folks again
 - Personal experience about graduating from paved, well-signed trails at MRNP, to graduating to USFS trails (roads! Trail brushing! The intimidation! Not show-ready for the average tourist who isn't prepared for that)
 - WA Tourism news: No ad budget for state of WA in 2026
 - Visit Rainier website traffic dropped 28% in international market
 - AI zero-click search results making it harder to get people on real content
- LH: Crystal Mountain did a study in the past few years that can speak to what our customer base is wanting. Found that there are many people who are seeking easy, nontechnical trail opportunities that require little gear or prep – emphasizes that THIS is the outdoor adventure they are looking for
 - Crystal Mountain summer visitation is growing, although not by any super significant numbers
 - Their study showed that advanced outdoor enthusiasts don't know WHY they would drive to Crystal for summer recreation
 - 410 traffic counter: who is actually going in the white river entrance? CM had a shuttle service two years ago, it hasn't picked up any kind of critical mass
 - Visitation was slow in June so they ran some promos - visitation eeked up, but revenue stayed the same
 - Where do people want to go when they turn around? A lot of the Seattle tour buses stop in Enumclaw!
- CP: Most winter users don't know why they would come back in the summer. CM started planning more summer events, like organized races and unique events (festival vibes, meteor shower)
 - Interesting season for us: talking to such a wide variety of people
 - Lots of ESL visitors or non English speaking folks that they have less ability to communicate with about LNT
- KS: operates the Enumclaw Visitor Center – busiest summer they've had, most ESL visitors (all over the world), local tourists (Tacoma folks who have never been to MRNP), so interesting to see the changes as to who is coming to the visitor center.
 - Folks crying in the visitor center because they didn't know about timed entry; “I send them to Crystal Mountain every time”
 - There are people who really want a piece of paper - Chinook Scenic Highway Map - it's not just older folks, people still want paper!
 - Customer Base #1: Businesses, membership org; #2 is local visitors: people from Maple Valley, Black Diamond, Bonney Lake for events, etc.; #3 Tourists: can't believe how many more we talked to this year, they are here for outdoor - number of people asking about lodging at Crystal Mountain
 - Still working on the question of: how do we get them stopping in Enumclaw?
 - How do you know who to send to USFS trails?

The “gateway community” identity and sustainable growth

- KS: Enumclaw should be focusing on how it is the getaway to Mount Rainier, and the start of the mountain. There are sidewalks, a cute strip with amenities, and plenty of reasons to stop.
 - Crystal Mountain Winter Stoke event in Enumclaw is shifting the identity of Enumclaw - there wasn't as strong of a partnership 7 years ago - 125k views on the partnership instagram reel feels promising!
 - “I see us as the gateway to the outdoors”
- RP: There are many events that happen in the region – in Enumclaw and in places like Puyallup – that attract an outdoorsy crowd, and so it makes sense that these people would also go recreate.
- CP: Ragnar race folks reading off where they're from when they finish the race – so many people traveling to the event from all over
- LH: Perception of distance limits people choosing these trails; 410 is “farther” (whether it is or not) to i-90
 - Do people know *why* they should come to these trails over the things they know in the i-90 corridor
- AW: “The Mountain Starts here” - changed our tourism logo for the city for the signage shifted to the mountain starts here
 - Do trails have a rating system like ski trails?
 - Missing youth component - lack of participation in places like scouts
 - IF you can't get youth interested in trails, will they have a lifelong interest in the outdoors?
 - Do they actually see Enumclaw as a gateway or as a pass-through? We need to work to make it more of a gateway stop.
 - We need to create and lean into iconic moments in the 410 to attract visitors and retain them – show them there are “social media moments” here
 - “Everybody has a different level of expectations of services”
- DP: signage needs to be better!
 - “You're not focused on the experience, you're focused on the worry that you're lost.”
 - To keep people coming back and satisfied with the trails, they need to be easier to navigate
- Peter: Trails as a whole in the 410 corridor - as a wholistic product, it's not that great (compared to trail systems with similar drive times from Seattle)
 - Deferred maintenance and signage are the two biggest confounding factors
- CG: Is there anything that would prevent local enthusiasm for the recreation economy?
 - AW: A tangible win to the community would include restorative historical access
 - The town will not function without tourism dollars and the economic impact of the fair, revenue to all the businesses and the city coffers themselves
 - There was a conversation about the reception and impact of Mount Rainier National Park's timed-entry permits on the local Enumclaw population.

What's the identity of the 410 trail area?

When asked this question, folks in the group shared the following ideas about the unique draw of the 410:

- Mount Rainier views
 - How can you get some easier trails that get people up within view of the mountain?
- Multi-use trail opportunities!
 - Compared to similar trail systems, the 410 really has opportunity for all
 - At times, this can also be intimidating – people see lots of different users, unsure of what is allowed or not; your expectations need to be set for what you may encounter
- Is ruggedness a selling point?
 - Maybe not to the core visitors that this group interacts with – but a diversity of opportunity, including challenge, is desired on the trail system
 - A trail that may be “primitive” to a mountain hiker will be considered well-maintained by a hiker
- Issue in awareness about the trail system: 410 highway closes for months of the year, so people don't always know when they can get through or make a loop of things
- Condition of trails makes for a less consistent, potentially lower quality experience than nearby corridors like i90 – due to lack of investment

The role of gateway communities in a future of less federal capacity

Attendees shared thoughts about the role of their services and community as the National Park Service and Forest Service lose funding and staff capacity.

- MA: I've been asked not to advertise certain places by the Park because they are overcrowded. Focus on responsible recreation
 - There is a shift in need for “bite size education content” versus full-sized pdf or itineraries
- LH: as we expand our scope of partnerships – taking on more science/research collaboration, trail maintenance – we have to consider what this comes at the cost of (if we do this, we don't have capacity to do another thing).
- PD: we've already been seeing increased asks of trail maintenance, and without lots of oversight or guidance on what we do, which worries me.
 - Staff volunteer hours, trail maintenance and building, I foresee that role growing
 - Recreational Immunity Act: there's a factor in private businesses being engaged in risky factors that makes it harder to us to purely take on some of the gaps left behind by less federal capacity